

The Hongkong Telegraph.

(ESTABLISHED 1881.)
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September 18th, 1911, Temperature 10 a.m. 83, 4 p.m. 85; Humidity 62, 63.

September 18th, 1910, Temperature 10 a.m. 79, 4 p.m. 81; Humidity 61, 66.

No. 8530

庚申七月廿七日

TUESDAY, SEPTEMBER 19 1911 二拜禮

號九十月九年亥癸

850 THE ARROW.
SIXTEEN CENTS 10 CENTS.

REUTER'S TELEGRAMS.

STRANGE ACCIDENT.

[SERVICE TO THE "TELEGRAPH."]

Via DUBAI, Sept. 18, 9.5 a.m.
Dixie IV, the winner of the recent International Motor-boat Championship, racing on the Niagara River in the Great Lakes Championship, ran ashore, injuring a woman and a boy, the crew escaping unscathed.

DEAR FOOD.

RIOTS IN AUSTRIA.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 18, 3.35 p.m.
Serious dear food riots have occurred in Vienna. The trouble began with a Socialist demonstration outside the Town Hall where the military dispersed them for throwing stones. The mob resumed at dusk by attacking the working class quarters, where lights were turned out, barricades erected and the premises looted. Revolutionary cries were uttered and the soldiers charged, firing several volleys.

The Imperial palace is being guarded by troops. The official account states that one rioter was killed and fifty eight, including soldiers and police injured. Other reports give the figures as six killed and 250 wounded.

CANADIAN ELECTIONS.

AN EXTRAORDINARY INCIDENT.

[SERVICE TO THE "TELEGRAPH."]

Via DUBAI, Sept. 18, 11.30 a.m.
Reuter's correspondent at Ottawa states that, with only three days before the polling takes place, great activity prevails in the province of Quebec. Many meetings were held at the church doors yesterday. By the retirement of his opponent Le Duc, Premier Sir Wilfred Laurier will be returned unopposed.

Later.

A Quebec telegram makes the startling intimation that Le Duc is repudiating his signature to the document withdrawing from the contest, claiming that he was drugged.

REUTER'S TELEGRAMS.

BOXING.

FEATHERWEIGHTS.

[SERVICE TO THE "TELEGRAPH."]

Via DUBAI, Sept. 18, 5.30 p.m.
John Driscoll and Owen Moran, the featherweight boxers, sign articles to-morrow to fight for a purse of £2,600. The fight will probably take place on the 18th of October.

AVIATION.

A LIEUTENANT KILLED.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 18, 3.35 p.m.
Lieut. Cammell of the Royal Engineers was killed while aviating at Hendon.

A SPECTACULAR FLIGHT.

Via BOMBAY, Sept. 18, 11.40 p.m.

The French aviator Bregi, while carrying a passenger, flew from Tangier to Fez. A large crowd of natives witnessed his arrival with the utmost amazement. The Sultan afterwards received M. Bregi in audience.

JOHNSON-WELLS FIGHT.

A FIERCE CONTROVERSY.

[SERVICE TO THE "TELEGRAPH."]

Via DUBAI, Sept. 18, 11.30 a.m.
The Johnson-Wells fight is occasioning a regular controversy in England. The fight was denounced from a number of pulpits yesterday. It is noteworthy that some of the clergy favour the fight, while Lord Lansdale (the patron of English boxing), deprecates it. Johnson says that, if there is to be no fight in London as arranged, there will be a fight in Paris. James White, the promoter of the match, says that the situation is unchanged and the match occurs on the 2nd of October.

TERMS OF ABANDONMENT.

The promoter of the Johnson-Wells fight, having offered to abandon the fight if indemnified against loss, the Nonconformist Minister, Rev. F. B. Meyer, has accepted, offering to raise a fund for the purpose. He stipulates, however, that the personal expenses be excluded. The combatants, referee and promoter are unable to agree to the exclusion.

REUTER'S TELEGRAMS.

FRANCE AND GERMANY.

A HOPEFUL SIGN.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 18, 1.55 p.m.
The optimism in regard to Morocco prevailing in semi-official financial circles in Berlin is not shared in Paris, where a certain amount of scepticism is observable. Meanwhile, the fact that Germany is releasing time expired soldiers this autumn as usual is regarded as a substantially hopeful feature.

THE GERMAN REPLY.

Via BOMBAY, Sept. 18, 7.20 a.m.

How Kiderlin Waechter has handed M. Cambon Germany's reply to the French Note.

UNREST IN SPAIN.

REVOLUTIONARY ACTIVITY.

[SERVICE TO THE "TELEGRAPH."]

Via DUBAI, Sept. 18, 9.5 a.m.
Spain, whose labour troubles have been hitherto mainly centred in the Bilbao mining district, is now threatened with a general strike. It appears that the anarchistic syndicate committee headquarters at Barcelona has ordered a general strike to-day involving the most revolutionary methods of destruction of telegraphs, telephones and railways and intimidating the newspaper composers to cease work. The Government has taken the most stringent measures and most of the members of the committee and several others have been arrested.

MARTIAL LAW.

Via BOMBAY, Sept. 19, 9.20 a.m.

A revolutionary strike has broken out at Valencia, and martial law has been proclaimed. The disturbances are serious; telegraphs have been cut, and the town is occupied by troops. Riots have also occurred at Saragossa, where the mob cheered the cause of revolution. They fired upon the Civil Guard, who repelled, and several persons were killed or wounded. The disorders are only a little less serious in other large centres.

REUTER'S TELEGRAMS.

THE AUSTRALIAN COMMONWEALTH.

LORD DUDLEY'S VIEWS.

[SERVICE TO THE "TELEGRAPH."]

Via DUBAI, Sept. 18, 11.30 a.m.
Lord Dudley, interviewed at Witely Court on his return from Australia, dwelt on the lack of poverty in the Commonwealth. Referring to the compulsory service scheme, he thought that sixteen days' training a year was insufficient but compulsion had been accepted wonderfully well and it was politic not to make the period of service too long and arduous at first. He regards the navy Lord Dudley thought that Australia building her own ships was the only way that anything like contributors to the Imperial Navy could be got. If any Australian Government had proposed a larger contribution to the Imperial Government it would have failed. The difficulty was to get men as the Australian was not a sailor and would have to trust the British Admiralty to man the ships for some years.

SCULLING CHAMPIONSHIP.

ARNST AND BARRY.

[SERVICE TO THE "TELEGRAPH."]

Via DUBAI, Sept. 18, 11.30 a.m.
The Sydney correspondent of Reuter states that the "English Sportsman" has cabled to Arnst, the world's sculling champion, offering to guarantee the stakes and expenses and £750 sterling for a race between Arnst and Barry, the English champion, on the Thames.

ANTARCTIC RESEARCH.

VICTORIA'S DONATION.

[SERVICE TO THE "TELEGRAPH."]

Via DUBAI, Sept. 19, 12.20 a.m.
The Colony of Victoria has donated the sum of six thousand pounds towards Mawson's expedition to the Antarctic. The total of the contributions of the Australian states amounts to twenty-two thousand pounds.

REUTER'S TELEGRAMS.

THE STRIKE EPIDEMIC.

RAILWAYMEN OUT AT DUBLIN.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 18, 11.40 p.m.
Railway strikes have occurred at Dublin, arising from the refusal by two men, one of them employed at the goods yard, to handle timber belonging to a firm whose men had struck work. The movement is spreading at an alarming rate, and a complete stoppage of all goods traffic in and out of Dublin is threatened, while the passenger service is restricted. The men of Limerick have struck out of sympathy with the others. The Royal Fusiliers have been hastily recalled from manoeuvres at Wicklow.

MAIL SERVICE AFFECTED.

Via DUBAI, Sept. 19, 12.20 a.m.

The strike movement has extended to Queenstown, disorganising the American mail service.

MOB VIOLENCE.

Via BOMBAY, Sept. 18, 7.30 a.m.

The railway strike in the south and west of Ireland has assumed a serious aspect. Dublin, Limerick, Ennis and Tipperary are entirely cut off, and the services have been suspended in many districts. The strikers burned the house of a signalman for remaining at work at Thurles. Two revolver shots were fired, and the signalman had a narrow escape.

M. STOLYPIN.

PERITONITIS SETS IN.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 18, 11.40 a.m.
A bulletin issued yesterday evening stated that peritonitis had set in, and that M. Stolypin's condition was very serious.

A PROGRAM FEARED.

Via DUBAI, Sept. 18, 11.20 a.m.

Reuter's correspondent at Kieff states that M. Stolypin's condition is regarded as hopeless. The town is in a most agitated state, and a pogrom is feared. The streets are patrolled day and night.

A FATAL ISSUE.

Via BOMBAY, Sept. 19, 7.20 a.m.

M. Stolypin is dead.

REUTER'S TELEGRAMS.

KITCHENER OF KHARTOUM.

VOYAGE TO EGYPT.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 18, 7.30 a.m.

Reuter's correspondent at Malta wires that Lord Kitchener is arriving there on the 15th inst. He will proceed to Egypt in His Majesty's ship Diana.

ETNA IN ERUPTION.

OUTBREAK SUBSIDING.

[SERVICE TO THE "TELEGRAPH."]

Via DUBAI, Sept. 18, 5.30 p.m.

The eruption of Mount Etna is abating.

CHINESE TELEGRAMS.

OUTBREAK IN SZE- CHUAN.

GOVERNMENT BUILDINGS DEMOLISHED.

["SHAT PO" SERVICE.]

Peking, September 18.

The Army Headquarters, the Finance Department and the Telegraph Bureau in Ching-tu have been demolished.

A STATE OF SIEGE.

The Ching-tu city gates are opened twice daily for the purpose of taking in provisions and fire-arms.

REINFORCEMENTS DESPATCHED.

The Viceroy of Hupeh despatched Commander Tang Sing Tat with the 31st Company of troops for Szechuan on the 16th inst.

SHUM OHUN TSUN.

Peking, September 18.

H.E. Shum Chun Hsun left Shanghai for Szechuan by the Shanghai-Nanking Railway on the 17th inst.

CHINESE TELEGRAMS.

THE CABINET.

The Cabinet has telegraphed to H.E. Shum Chun Hsun to draw a company of soldiers from Hupeh and Shan-si respectively, which are to be under the command of His Excellency.

COMMUNICATIONS INTERRUPTED.

["SHUNG PO" SERVICE.]

Shanghai, September 18.

Telegraphic communication between Shanghai and Szechuan is still interrupted, and consequently there is no authoritative news of the trouble in Szechuan.

MINISTER DENOUNCED.

Peking, September 18.

The Szechuan provincials holding official appointments in the Cabinet have held a meeting and have decided to bag the Throne to dismiss the President of the Ministry of Communications.

FROM FOREIGN SOURCES.

The Diplomatic Body at Peking have received telegrams in regard to the revolt in Szechuan which attribute the outbreak to the mutiny of the soldiers. The revolt is said to be spreading and will not be easily suppressed.

RAILWAY PROTECTION SOCIETY.

Worth Watching.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, September 18.
H.E. the Canton Viceroy has received a private telegram from the Central Government in regard to the situation in Szechuan. At the Government is afraid that the trouble in Szechuan may evoke a similar agitation in Canton, the Viceroy is requested to take every precaution. Last the society for the protection of railways in Hongkong should take advantage of the trouble in Szechuan to cause mischief, the Viceroy has sent some officials to Hongkong to watch the movements of those connected with the society.

Weather Forecast.



Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000.
RESERVE FUNDS.....15,000,000
Sinking Fund.....15,000,000
Silver.....15,000,000
RESERVE LIABILITY OF PRO-
PRIETORS.....\$15,000,000

COURT OF DIRECTORS
G. H. Medhurst, Esq.—Chairman
E. S. Williams, Esq.—Deputy Chairman
F. H. Armstrong, Esq.
W. L. Patterson, Esq.
Andrew Forbes, Esq.
G. F. Friedman, Esq.
C. S. Gubbay, Esq.

CHIEF MANAGERS:
Hongkong—N. J. STARR.
Shanghai—H. E. R. HURTER.
LONDON BANKERS—LONDON COUNTY
AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent.
per annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 3½ per cent. per annum.
For 6 months, 4½ per cent. per annum.
For 12 months, 5 per cent. per annum.
N. J. STARR, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is
conducted by the HONGKONG
AND SHANGHAI BANKING
CORPORATION. Rules may be obtained
on application.
INTEREST on deposits is allowed
at 3½ per cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG
AND SHANGHAI BANK to be placed on
FIXED DEPOSIT at 4 per cent. per
annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
N. J. STARR, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL
CHARTER 1853.

HEAD OFFICE:—LONDON.
PAID-UP CAPITAL.....£1,200,000
RESERVE FUND.....£1,825,000
RESERVE LIABILITIES OF
PROPRIETORS.....£1,200,000

INTEREST ALLOWED ON OUR
CURRENT ACCOUNT at the rate
of 2 per cent. per annum on the Daily
Balance.

On Fixed Deposits for 12 months,
4 per cent.
On Fixed Deposits for 6 months,
3½ per cent.
On Fixed Deposits for 3 months,
2½ per cent.
WM. DICKSON,
Manager.

Hongkong, 1st May, 1911. [22]

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

AUTHORIZED CAPITAL Yen 48,000,000
PAID-UP CAPITAL.....30,000,000
RESERVE FUND.....16,850,000

Head Office—YOKOHAMA.

Branches and Agencies at:
Amoy, Hainan, New York
Bombay, New York
Changchun, Osaka
Dairen (Dalny), Peking
Fengtien (Mukden), Ryojun (Port Ar-
thur)
Hankow, San Francisco
Honolulu, Shanghai
Kobe, Tientsin
Liao-Yang, Tientsin
London, Tokyo
Lyons, Nagasaki

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of
2 per cent. per annum on the Daily
Balance.

On fixed deposit:—
For 12 months.....4 per cent. p.a.
" 6 ".....3-1/2 " " "
" 3 ".....2-1/2 " " "
TAKUO TAKAMICHI,
Manager.

Hongkong, 28th August, 1911. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....Gold \$3,250,000
RESERVE FUND.....Gold \$3,250,000

Gold \$6,500,000

HEAD OFFICE:—
60 Wall Street, New York.
LONDON OFFICE:—
39, Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL & COUTTIER BANK,
LIMITED.

BRANCHES AND AGENTS
ALL OVER THE
WORLD.

THE Corporation transacts every
description of Banking and Ex-
change Business, receives money on
Current Account at the rate of 2 per
cent. per annum on daily balances and
accepts Fixed Deposits at the following
rates:—
For 12 months 4 per cent. per annum.
For 6 months 3½ per cent. per annum.
For 3 months 2½ per cent. per annum.
GEO. HOGG,
Manager.

No. 10, Queen's Road Central.
Hongkong, 1st May, 1911. [19]

Banks.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY

PAID-UP.....\$1,750,000
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS—BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Yokohama, Yokohama.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON
AGENCY.

DIRECTOR DER DISCONTO GESAM-
SCHAFT.

INTEREST allowed on Current
Account. DEPOSITS received on terms
which may be learned on application.
Every description of Banking and
Exchange business transacted.

A. KOHN,
Manager.

Hongkong, 16th Mar., 1911. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital.....£1,500,000
Subscribed.....1,125,000
Paid Up.....662,000
Reserve Fund.....325,000

HEAD OFFICE:

40, Threadneedle Street, London, E.C.

BRANCHES:

Bombay, Calcutta, Ceylon,
Galle, Hongkong, India,
Kobe, London, Madras,
Manila, Peking, Rangoon,
Siam, Singapore, Shanghai,
Tientsin, Yokohama.

AGENTS IN JAPAN:

Messrs. Jardine, Matheson & Co., Ltd.

BANKERS:

Bank of England,
London Joint Stock Bank, Ltd.

EVERY description of Banking and
Exchange business transacted.
Stocks and Shares bought and sold
on account of Constituents. Letters of
Credit granted on Agents and Corres-
pondents all over the world.

Interest allowed on Current Ac-
counts at 2 per cent. per annum on
Daily Balances and on Fixed Deposits
as under:—
For 3 months 2½ per cent. per annum.
" 6 " 3 " " "
" 12 " 4 " " "
F. C. MACDONALD,
Acting Manager.

1260.]

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

J. A. Wattie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.

A strong British Corporation Registered under
Hongkong Ordinances and under Life Insurance
Companies' Acts, England.

Insurance in Force.....\$3,575,465.00
Assets to meet.....6,875,000.00
Income for Year.....\$450,000.00

Insurance Fund.....\$3,500,000.00

LEFFERTS KNOX, Esq.—District Manager.
H. W. TATE, Esq.—District Secretary.

Hongkong, Canton, Macao and the Philippines.

Alexandra Building.

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Admiralty Road, Hongkong; Sir Paul Chater, Kt.,
C.M.G., T. F. Hough, Esq., C. J. Lafferty, Esq.,
Hongkong, 21st July, 1911. [16]

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Hongkong, 21st July, 1911. [16]

Head Office, SHANGHAI.

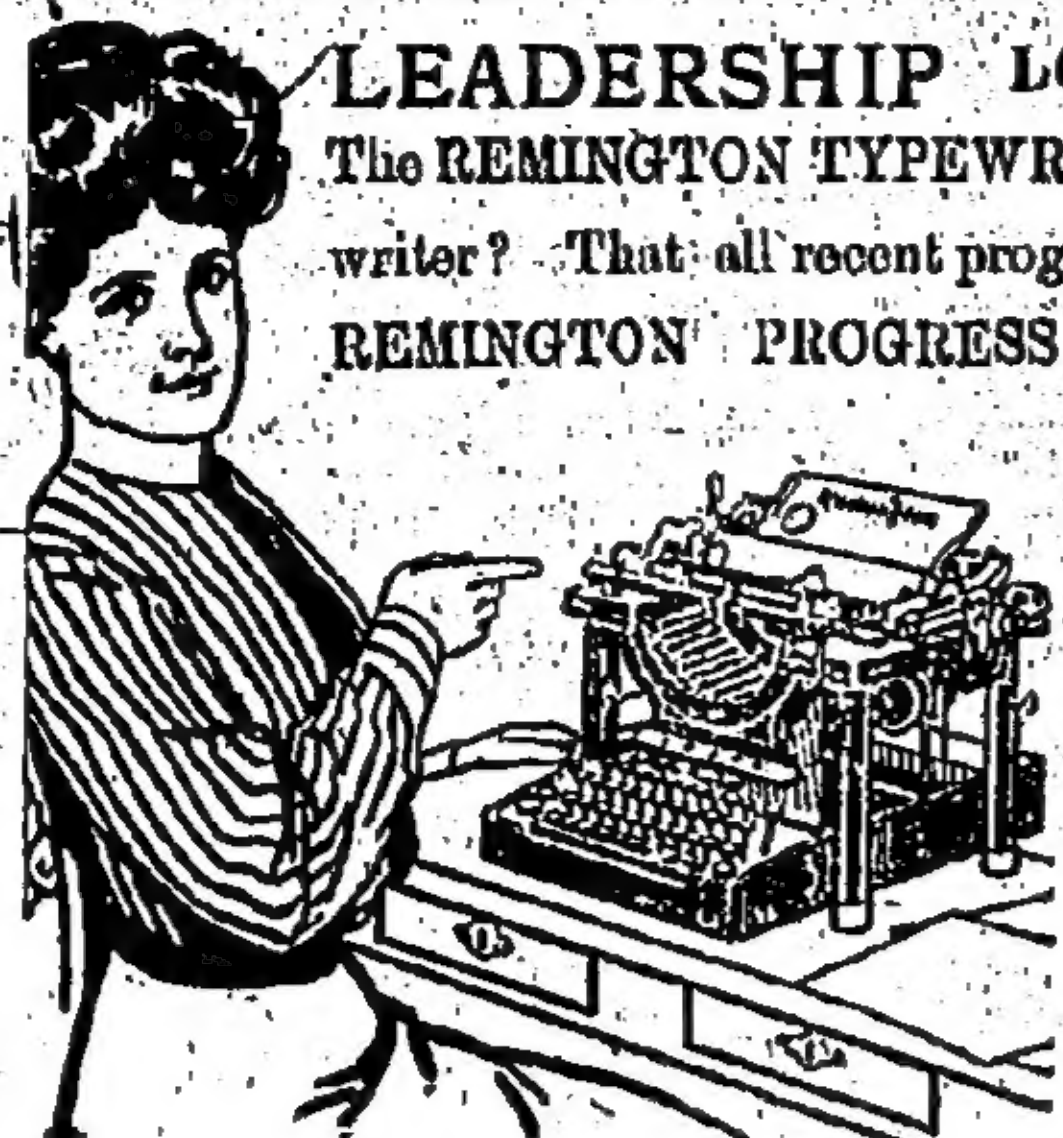
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Hongkong Ordinances and under Life Insurance
Companies' Acts, England.

Intimations.

LEADERSHIP DO YOU KNOW—

The REMINGTON TYPEWRITER was the first typewriter? That all recent progress in Typewriters is REMINGTON PROGRESS? A leadership un-



1030]

General Agents for the Remington Typewriter Co.

For Sight Seeing in an Up-to-date

MOTOR,

RENG UP 1036.

THE EXILE MOTOR GARAGE.

Hongkong, 16th April, 1911.

[1058]

REALLY GOOD SPECTACLES

Are such a comfort to tired or strained eyes that their value cannot be over-estimated. If your eyes need glasses they should have the best you can get.

THAT MEANS

- 1.—Careful and expert examination;
 - 2.—Precision in the making;
 - 3.—The best of materials;
 - 4.—Adjustment to a nicety.
- All of the above we offer you. We invite comparison with the equipment of any optical establishment—anywhere. Glasses, amber and other tinted lenses, mounted in gold, gold-filled, or other metals at lower cost. Our prices are reasonable. Our materials and workmanship are guaranteed.



CIGARETTES

BOUTON ROUGE

\$4.20 per 100

FELUCCA

\$2.80 per 100

ENJOY THE LARGEST
SALE IN EGYPT.



PURE-ALUMINIUM COOKING-UTENSILS.

THE MOST HYGIENIC
NO RUST, NO CHIPPING OF ENAMEL.
VERY DURABLE

SAVE TIME AND FUEL
BRIGHT AND CLEAN.
VERY MODERATE PRICES. INSPECTION INVITED.

F. BLACKHEAD & CO. [981]

WEISMANN, LIMITED.

BAKERS
CONFECTIONERS
CATERERS
RESTAURANTEURS

14, Des Vaux Road Central.

Hongkong, 1st May, 1911. [19]

Notices.

PARTICULARS and CONDI-
TIONS of the letting by Public
Auction Sale, to be held on MON-
DAY, the 25th day of September,
1911, at 3 p.m., at the Office of the
Public Works Department, by Order
of His Excellency the Governor, of One
Lot of CROWN LAND at Tai Ping
Shan, in the Colony of Hongkong, for
a term of 75 years, with the option
of renewal at a Crown Rent to be fixed
by the Surveyor of His Majesty the
King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Locality.	Boundary Measurements.	Area in Acres.	Area in Roods.	Area in Poles.	Area in Perches.
Lot 1, Tai Ping Shan.	100' 0" x 90' 0" x 90' 0" x 90' 0"	3.750	0	14.375	

Hongkong, 16th Sept., 1911. [1486]

NOTICE OF REMOVAL.

THE OFFICE of the undersigned
has this day been REMOVED
to No. 4 DES VEAUX ROAD, next
to the Hongkong and Shanghai Bank.
A. R. MARTY.
Hongkong, 19th Sept., 1911. [1369]

S.O.A.E.O.

AUTOGENOUS.....WELDING.
Repair of Boilers and Keels Cutting very quick of iron and steel.
Welding of Boilers Plates and of Broken Pipes.
Apply to 71, PRAYA-EAST, you will save time and money. [1198]

WANG HING, Jeweller.

THE LARGEST COLLECTION OF SILVER WARE IN THE
COLONY.

10, QUEEN'S ROAD CENTRAL. [109]

ESTABLISHED 1900

DISS BROS. TAILORS

1 WYNDHAM STREET
Flower Street) 1378

THE ALEXANDRA CAFE

"PERFECTION BREAD"

CRISP AND CRUSTY.

DELIVERIES TO ALL PARTS.

16, Des Vaux Road Central, next Hongkong Hotel,
Tel. No. 909. [112]

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE,"
PURITY AND QUALITY GUARANTEED.



Can be obtained everywhere in the FAR EAST.
ORIENTAL BREWERY, LTD., Hongkong.
BREWERS AND ICE MANUFACTURERS.

THE "PRINCE OF PILSEN"

KUPPER BEER

THE LONG SHAPED BOTTLE WITH THE
LONGEST REPUTATION.

BEWARE OF COLOURABLE IMITATIONS.

Sole Importers,

CALDBECK

MACGREGOR & CO.

Hongkong, 6th September, 1911. [148]

OUR CONTEMPORARIES.

What They Think

China Mail.

Causes of Unrest.

The outlook in the Chinese
Empire just now is none too
bright. The rice famine is
sharply felt by the masses of the
people, floods have rendered
thousands of the common folk
homeless and utterly destitute,
revolt has openly broken out in
the Province of Szechuan, and
marked uneasiness is manifesting
itself in Kwangtung. Un-
doubtedly the chief factor con-
tributing to the feeling of angry
discontent on the part of the
populace, more particularly in
Kwangtung and Szechuan, is the
policy of the Peking authorities
in regard to the railways,
especially their manner of carry-
ing out that policy. The ugly
situation in Chongtu has arisen
out of this question, and we have
the Viceroy of Canton declaring
that unless the subject is carefully
handled in Kwangtung, the out-
come in his Province will be even
more serious than the black devel-
opments in Szechuan. It is well-
known that these two Provinces
have been in communication with
each other for some time over this
vexed question of the transference
of the railways from the people to
the officials, and seeing what is
taking place in Szechuan there is
a wide fear that something of the
same nature, or perhaps even
worse, break out in Canton if the
original intention of the Govern-
ment is enforced.

Daily Press.

The Banknotes Question.
In actual practice both the
money-changer and the bill broker
are bankers' agents. To the lay
mind the case seems to resolve
itself merely into a prosecution
for the protection of the interests
of the money-changers. It will
not apparently serve to reduce
the circulation of the notes in the
Colony, for it was not known to
be the practice of the Bank's re-
presentative in the Colony to be
constantly issuing and circulating
these notes, the only evidence
being of two isolated instances in
which detectives called at his
office and specially requested notes
of the Banco Nacional Ultramar-
ino. The Agent, for being obliging,
has had to pay a fine of
\$100. In itself the case is so
trivial that we can only surmise
that it has been brought as a test
case in view of some contemplated
attempt to deal on these lines with
the whole question of the foreign
currency circulating in the
Colony. There are questions of
policy involved, however, which
render it very doubtful whether
the Colony's interests would be
benefited by any such action,
however much we might desire to
see circulating in Hongkong only
Hongkong currency. People in
Hongkong are under no compul-
sion to accept foreign banknotes,
and if the local Banks deemed
their interests affected by the
circulation of these notes, they
have the means of discouraging
their use.

South China Morning Post.

A Press Complaint.
Competition inevitably acts to
the benefit of the consumer, and
that is the weapon with which
the desired concessions may yet
be won. Wireless telegraphy has
passed beyond the experimental
stage, and has a practical value
which is every day being more
and more clearly demonstrated.
Possibly its advent in China to
victor patronage with the Imperial
Telegraph Administration will
not long be postponed. When
the day arrives, it will be the
last of the imposition, which
is now being practised on
the foreigner. If they can
be convinced that their own in-
terests are imperilled, the authori-
ties might be moved to action and
put their house in something ap-
proaching order. But they would
credit themselves better by yield-
ing to reason rather than compul-
sion, and they should not forget
that the telegraph may be made
a real instrument for assisting
the advancement of their country.
With a good telegraph system
and a national language, China
would have mounted two rungs
of equal moment in the ascent
of the ladder of progress.

THE SZECHUAN
OUTBREAK.

News from Shanghai.

The following is from the "China Press" of Sept. 13:—The latest news received in Shanghai from any of the foreign residents of the province is contained in a message, received from Chengtu on Tuesday by the Methodist Publishing House. It was probably delayed in transmission. The message reads as follows:—

"The soldiers refuse to obey instructions and are trying to force the Viceroy to declare against the government control of railways. The schools are closed in consequence. Business has been suspended. Leading rebels have been arrested. Conditions are precarious. Missionaries are being concentrated at Chungking. Four foreign boats will protect them. Chungking is quiet and is not at present against foreigners."

A special dispatch received by the "China Press" from New York says Washington has been advised that American women and children were safely escorted from Chengtu and that twenty were killed in an attack on the yamen of the viceroy.

Petitioners Attacked.

According to reports the attack on the magistrate's yamen was brought about when representatives of the Railway Protection Society led several thousand men to wait upon Viceroy Chao and ask him to prevent the entrance of H. E. Tuan Fang into the province. Alarming stories had been circulated to the effect that Tuan would enter the province at the head of a body of troops. The Viceroy in answer to their petition, ordered them arrested and in the struggle which followed, the loss of life is reported at from 20 to 40.

The revolt has now assumed definite shape and some malcontents have declared their movement to be for independence and say it is quite apart from the railway question.

With these exciting events in the province, the Szechuan problem seems to be the dominant issue in Peking official circles.

Last Sunday Liu the Szechuan railway representatives headed a number of students from that province and went weeping before the entrance to Prince Ching's residence, praying to him to save the situation in their province. On the following day a decree was issued, ordering the gendarmerie and the Ministry of the Interior to deport Liu in custody and hand him over to the authorities of his native place under strict surveillance.

Roughly Treated by Guards.

While those men were before Prince Ching's doors, it is said that they received very rough treatment at the hands of the Prince's guards, but refused to withdraw and only retired after midnight, when prevailed upon to do so by Vice-President Wu Chen of the Ministry of the Interior.

Viceroy Jui Ch'ing of Hupeh has denounced Viceroy Chao to the throne, charging him with culpable negligence. He considers the situation in the neighbouring provinces to be so serious that he has ordered troops to guard the frontier.

The Diplomatic Corps in Peking has not received messages from Chengtu for three days and learned from Chungking that the telegraph line to the capital had been cut. It is believed in Peking that all the foreigners have left for Kailing, a city about 80 miles south of Chengtu.

One Peking rumour is that a recent Cabinet council held to consider the Szechuan situation, Duke Tsai Tsai, Minister of Finance, said that though he had noted on the loan question, he disclaimed all responsibility in the railway question and declined to discuss it. He retired with this remark and the meeting then broke up.

PAYMENT OF MEMBERS.

An Old Custom.

It is a matter of history that Parliamentary representatives in the early Parliaments were paid for their services. This custom was followed to at least the end of Henry VII's reign, and a few instances of towns remunerating their burgesses for attendance in Parliament are known to have occurred in later times. Andrew Marvel is commonly said to have been the last to have received this honourable salary. The wages of the knight of the shire (or county member) were four shillings a day, and those of a burgess (or borough member) were half that sum. The number of days of service varied according to the length of journey to and from Westminster. Thirty-five or forty miles were reckoned a day's journey, so the roads could not have been so bad or locomotion so slow in medieval times as is sometimes supposed.

Often these scant wages were raised with reluctance and difficulty from miserable burgesses. Poverty was accepted as a legal excuse for not sending any members to Parliament. From Edward III.'s to Henry VI.'s reign the sheriffs of Lancashire, after several returns that they had no boroughs within their county, though Wigan, Liverpool, and Preston were such, explained and constantly made returns that the Lancashire boroughs could not afford to send representatives. So imperfect, indeed, was the sense of citizenship that the franchise was long deemed by both electors and elected an intolerable grievance. Where the borough could not persuade the sheriff to omit sending his writ to them, they set it at defiance by making no return. Even when an election had taken place, a burgess sometimes absolutely refused to go to Parliament, and drove his constituents to make a fresh choice. The law strove to repress this neglect of the Parliamentary franchise by fines. One never hears, however, of any medieval Anti-Suffrage Society in the beginning and experimental stage of male Parliamentary franchise.—"Manchester Guardian."

MARS AND MATHEMATICS.

Just when the prospects of war with Japan were beginning to seem hopeless, astrology has come to cheer our falling spirits, says the "New York Evening Post" of August 13. When California was admitted to the Union, we learn, Uranus was in Aries. When Washington came in, Saturn and Neptune were in conjunction. And, as everybody who knows anything about astrology is aware, these phenomena signify that both of these States are to be "a sometime little field of the nation." These sinister facts are set forth to the last detail in a pamphlet bearing the title, "A Mathematical Analysis of the Astrological Evidence of War with Japan," and issued by a Rochester seer. How he fixes the date we do not quite understand, but we have no manner of doubt that it is as accurately reliable as any other part of his calculations whatsoever. The war is to come between 1911 and 1915. "This is well. Indeed, unless it comes soon, we shall hardly keep ourselves from despair of its coming at all. The most practical suggestion in reference to this whole matter, however, we regret not to have seen made in a single newspaper or by a single one of our clever Jingoes. Why not declare war at once and immediately put Admiral Togo where he would be harmless until we had worked our will upon his helpless nation? Causes could easily be found later. This course would prevent him from utilizing his observations of our military and naval conditions against us, and would be in itself such a bold stroke as would be worth a hundred battleships. If Congress is not utterly craven, let it do its manifest duty."

COAL REPORT.

Messrs. Hughes and Hough's Coal Report states that 45,900 tons of coal are expected from Japan, 1,900 tons from Hongkong, 1,500 tons from Manchuria, and 4,000 tons from North China. Small sales of spot cargo are reported, and enquiries for forward delivery, but so far no business to report.

The quotation are—Cardiff \$19.00 to \$21.00 ex-godown, nominal; Australian West Wallsend \$11.25 ex-ship, nominal; Moji lump \$7.75 to \$9.50 ex-ship, steady; Moji unscreened \$6.00 to \$8.00 ex-ship, steady; Aikido lump \$8.00 to \$8.25 ex-ship, steady; Kuiping Navy lump \$10.00 to \$10.25 ex-ship, nominal; Kuiping Loco lump \$7.50 to \$7.75 ex-ship; Kuiping No. 5 dust \$6.50 to \$6.75 ex-ship; Kuiping No. 1 dust \$6.25 ex-ship; Fushun lump \$8.25 ex-ship; Fushun unscreened \$7.25 ex-ship; Fushun dust \$6.25 ex-ship; Yubari lump \$12.00 ex-ship, nominal; Miki lump \$10.50 to \$11.00 ex-ship, nominal.

BEAUTIES OF BREAKFAST.

Demure and Respectable.

Every now and again lazy people are scared almost out of their wits by the rumour that the early breakfast habit has been revived, says an exchange. It is now whispered that Mr. Lloyd George's zeal is manifesting itself in the direction of social breakfasts, and that this revival of an ancient habit is likely at no distant date to be universally adopted.

This is good news. For many years breakfast has been under a ban. It has become fashionable for superficial thinkers to deride this meal, and to look with contempt on all who are able to digest a "good honest, wholesome hungry breakfast." Women took up the pose, and declared that they could eat nothing in the morning. In order that none might be able to disprove the truth of this assertion they adopted the habit of breakfasting in bed. Others went still further, and advocated the "no breakfast" plan, as being a cure for all the physical and mental ailments under the sun.

It is just in the nick of time, therefore, that the Chancellor of the Exchequer has come forward to save the country from what would be little short of a national calamity. The disappearance of breakfast would mean the disappearance of backbone.

If breakfast is a disagreeable meal (as some folks ever) then all the more reason why we should get up and face it. We are becoming altogether too soft and effeminate, shrinking from everything that is not entirely agreeable to us. Charles Lamb was largely responsible for bringing the morning meal into disrepute.

Breakfast is, before all things, a respectable meal. One cannot imagine a man or woman, who is always down punctually to breakfast, being other than a highly reputable member of society. A dinner may be frivolous, a supper may be hilarious, but a breakfast is always staid and solemn, and conducive to the building up of a sound and sensible character.

Women have tried to excuse their absence from the breakfast table on the plea that they never look their best in the early morning hours. But beauty is superfluous at breakfast, say when it manifests itself in the cunning, red and white of bacon, in the delicate aroma of coffee, or the translucent amber of marmalade or honey. Our aesthetic sensibilities are not fully awake till the afternoon.

There are some who complain that their conversational powers are unsatisfactory at breakfast time. This is because they attempt too much. They try to be witty. Bon mots are not suitable for breakfast. Light and airy persiflage should be reserved for a later hour in the day. Theology, philosophy, metaphysics and occasionally politics provide suitable material for breakfast conversation, and if people adhered strictly to these subjects they would find little cause for complaint of conversational difficulties at the first meal of the day.

RICE SHORTAGE AT SHANGHAI.

Fall in Price.

The following is from the "N. O. Daily News" of September 12:—Since yesterday the only matter of interest that has occurred in regard to the local rice supply is the announcement that two depots are to be opened for the distribution of cheap rice. One of these is to be at the premises of the Chinese Chamber of Commerce in North Honan Road and the other at the Chinese Bund. These will come into operation to-morrow, and the lower classes will be able to obtain rice of a third or fourth rate quality at cheap rates. This step is being taken as a result of the consultations held between the officials and the leading merchants in the place.

The price of rice has receded slightly since Monday, and yesterday the best quality was selling at \$11.50 per picul. The supply is just about being maintained, as all through the day small quantities are dribbling in by boat and railway.

With reference to the rice riots at Changzoh an interesting piece of news has just been received. Reports seem to have been ordered, and the soldiers who were hurried to the scene took into custody one man who, they alleged, had been concerned in the rioting. He was tied to a tree and shot by a firing party, but almost immediately afterwards information came to light which made it extremely improbable that he had laid anything to do with the trouble. It fact, his position and worldly prosperity would seem to have precluded him from mixing in anything like such a riot, when his would have had everything to lose in the looting. The matter has caused a sensation in the district, and it is reported that trouble is in store for some one on this account.

Native Press Report.

A petition was submitted by Mr. Tien, the Shanghai Magistrate, before the Taotai, saying that, as requested by Mr. Li Chung-shou, Director of the Shanghai Self-Government Bureau, the export of wheat from Shanghai should be prohibited. Mr. Li reported a slight decline in the price of rice, and if the weather becomes fine, even without daily arrivals of supplies, the price must recede further. He, the magistrate, begs his Honour to pray the Governor to instruct the Customs to prohibit such export, as the flour mills will then have nothing to complain of, the embargo placed on their flour alone being manifestly unfair.

The Taotai has authorized the Self-Government Bureau to establish a rice cheap-sale office in the Merchants' Shipping Guild at Nantao, to purchase rice of a good quality and to re-sell it to the poor at the cheapest price possible.

The Chinese Chamber of Commerce and the headmen of the rice hoings have decided to send persons to Wueh to buy 2,000 shih (3,000 piculs) of white rice and transport it here by train for cheap sale, the duties and likin are to be exempted by petitioning the authorities.

Taotai Liu Yen-yi has appointed Mr. Sun Tiao-ling, the former Associate Magistrate of the Mixed Court, to superintend the purchase of rice in Hunan, to which province he is just on the point of accompanying his aged father. Mr. Sun has also been asked to consult with Mr. Li, of the Self-Government Bureau, as to the methods to be adopted in making the purchase and in sending the rice to this port before he leaves Shanghai. The Governor of Soochow was apprised of this affair, to which he has given sanction. The first batch of rice authorized was limited to 50,000 shih or 75,000 piculs.

The rice quotations rising in Shanghai for the last day or two show a tendency to weakness; a drop of twenty to thirty cents has taken place. When the high water recedes, the price of rice will follow suit.

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RICE AT SINGAPORE.

Singapore papers which arrived yesterday state that the price of rice is steadily rising. The "Straits Times" of September 13 says:—There is every likelihood of still further appreciations from the already abnormal increase of nearly two hundred per cent. beyond what they were a month to six weeks ago. The best quality Siamese rice is usually quoted from \$180 to \$200 per coyan, equal to some 40 piculs, while the prevailing price is about \$400. On Saturday it was at \$410 to \$420 and yesterday sellers were demanding \$480, but no business had been done up to date in the afternoon. There is no change in the price to-day.

Smart Speculation.

An unusual feature of the present shortage is that dealers in Singapore have been re-exporting rice to Bangkok to meet the demand in Siam. This we are told has never been done before. The best paddy arriving in the Bangkok market is that from the Petchaburi fields. The great bulk of it has been secured by a very well-known and old established Chinese firm, which employing its own boat to bring down the cargo purchased by its own buyers on the spot has got well ahead of its rivals.

The same firm is sending all its rice to Singapore, despite tempting prices offered from Java, Hongkong and elsewhere. The French Government are requiring most of the rice usually sent from Saigon while the position of affairs at Rangoon is no less disheartening. Advice from there at the latter end of August, contain a very pessimistic account of the prospects of the Indian rice season. The monsoon has held off and rain has been scarce with the result that it is feared a partial famine will be experienced in most districts. Added to this, it is understood that a powerful Japanese syndicate, in view of the strained position of European affairs, has bought up the whole of the season's harvest for shipment to Japan. One of the speculators is reported to have cleared between four and five million yen. It is thought that the corner was very cleverly worked, as the Japanese must have despatched experts to South China, Siam, Siam and Burma to keep close observation upon the condition of the crops, and when it became apparent that a partial failure was inevitable the proprietors of the Rangoon rice mills were approached and the season's crop secured.

Inquiries respecting the possible effect of a continuance of the present shortage elicited the fact that no serious trouble need be anticipated at present among the poorer classes. There is plenty of work for them, and if they find the cost of their staple food prohibitive they will be content to eat less. The only occasion when anxiety may be occasioned will be in the event of the situation in Bangkok becoming so bad that the Siamese authorities deem it expedient to prohibit export and the supply is totally cut off. The last time the export was prohibited was on September 23, 1877, and free export was again allowed on January 10, 1878. Export had previously been prohibited on December 31, 1864. These appear to be the only two occasions on which export has been prohibited since the treaty was made in 1855.

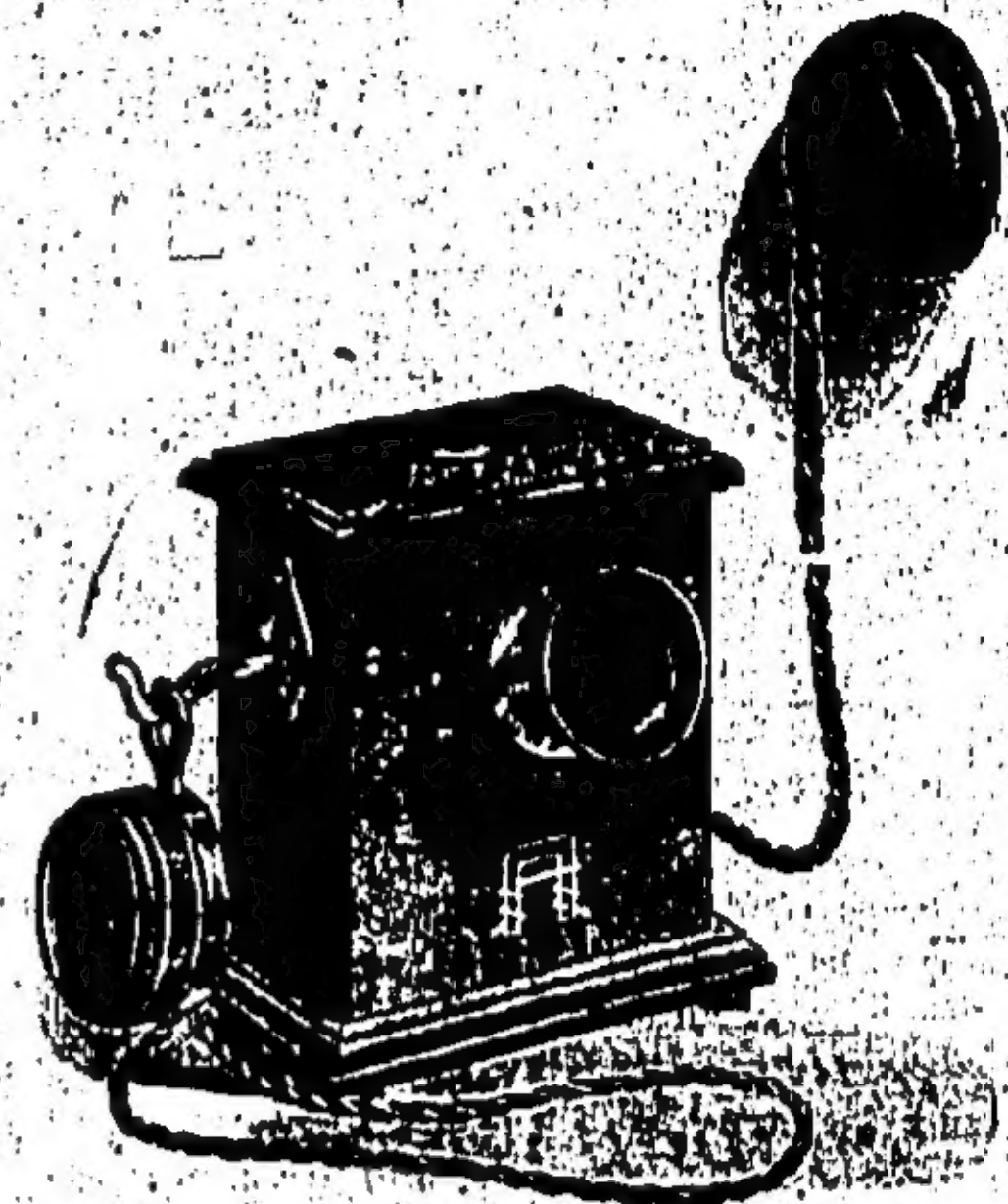
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Y14.95	(S.M.R. Train)	6.00 a.m.	1.50 p.m.	2.05 "
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R 9.50	Changchun	9.30 "	9.10 a.m.	9.30 "
	Harbin	9.10 a.m.	9.30 "	9.10 a.m.

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R 9.50	Harbin (Russian Train)	Changchun	Mukden	Dairen	Shanghai	Mon. State Ex-press for Moscow	Tues. State Ex-press for Moscow	Wed. State Ex-press for Moscow	Thurs. State Ex-press for Moscow	Fri. State Ex-press for Moscow
Y11.50	(S.M.R. Train)	10.30 a.m.	5.10 a.m.	5.35 "	1.30 p.m.	Noon				
Y14.95	Mukden	10.30 a.m.	5.10 a.m.	5.35 "	1.30 p.m.	Noon				
Y40.00	Dairen	10.30 a.m.	5.10 a.m.	5.35 "	1.30 p.m.	Noon				
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The Hongkong Telegraph.

HONGKONG, TUESDAY, SEPTEMBER 19th, 1911.

THE SZECHUAN REBELLION.

The admission must be made that the news that comes through from Szechuan, as it is almost all from Chinese sources, leaves the ordinary person with a rather hazy idea as to what has really happened. It is certain that there have been disturbances on a scale that seems to warrant the use of the word rebellion; and that foreign missionaries have been forced to flee. Also little doubt can be entertained that some, at least, of the troops have been untrue to their allegiance and have rendered possible the initial successes gained by the revolutionaries. The actual cause of the outbreak is, to some extent, shrouded in mystery. Ostensibly it is the Government's policy of nationalizing the railways that has led to the revolt, but that this is the real cause few will believe. The men who find it advantageous to bring about a state of anarchy are not those who have money to invest in railways or other dividend earning services. It is probably true, however, that the railway nationalization policy has been resented to the poorer and more ignorant classes as an encroachment upon provincial autonomy and the beginning of a system of centralization that is opposed to long prevailing custom in China. But, behind the mobs who are burning dwellings and pillaging their neighbours in Szechuan are, in all probability, the minor provincial officials and gentry who were taking illicit tolls from the railway funds while their disbursement was under their control. These men, aided by the anti-dynastic sentiment that pervades southern China, have been able to bring about disturbances which must certainly have occasioned the Peking Government to feel much anxiety and embarrassment and which it is no doubt hoped will cause it to reconsider its railway policy.

It is most sincerely to be hoped that the Central Government will act firmly and not, at this critical stage, commit an act of weakness that would set back indefinitely the cause of reform. The policy of railway nationalization was decided upon on the recommendation of H.E. Sheng Kung-pao, who may fairly be termed one of the ablest Chinese publicists of the present day. It has every argument in its favour, but the most powerful, considering that China has friends she distrusts on her frontiers, is the strategic. Obviously the military value of trunk lines running north and south and east and west would be greatly enhanced if they were under centralized control. Although the case is not absolutely analogous, Australia supplies a "dreadful example" of the result of the short-sighted policy of allowing provincial considerations to outweigh the requirements of national safety. The gauge of the lines in New South Wales, Victoria and Queensland, for example, differ, with the result that if it were desired to concentrate suddenly troops from the southern states in Queensland the work would be hampered and delayed by the necessary transshipment. Some such disadvantages and others that will readily suggest themselves would be inevitable were the trunk lines in China to be under the control of different provincial governments or private companies. Moreover, while the action of the Central Government can be defended as necessary and expedient, it is also an endeavour to assert the power of the Throne in the provinces. There has been in the past too much power in the hands of the provincials and, though over-centralization would be disastrous, it is a step in the right direction to seek to assert the paramount authority of Peking. The present advisers of His Highness the Prince Regent, though there may be room for much improvement, include in their number some men of progressive and enlightened ideas. Something may be done to secure orderly reform if the power of the Central Government is preserved and extended, but nothing can be expected from provincial officialdom, which, in the majority of instances, is as corrupt as it is conservative. That the disturbances in Szechuan will be put down with a strong hand instead of being allowed to subside in consequence of the Central Government's weakness, will be the earnest hope of all well-wishers of China. The despatch of H.E. Shum, formerly Viceroy of Canton, to Szechuan, is a hopeful step. Shum has had practical knowledge of revolutionary outbreaks, and though his methods in Kwangtung did not always commend themselves to the foreigner, they were decidedly effective. He is certainly the right man for the work that is necessary in Szechuan.

DAY BY DAY.

Care to our coffin adds a nail, no doubt.
 And every grin so merry draws one out.

Humourists Twain and Gilbert left estates of about the same size—approximately half a million dollars. The controversy as to which was the funnier of the two therefore remains unsettled.

The Australian Government has refused to subsidize the mail service between Vancouver and Australia.

Plans are under way for laying a new Atlantic cable by the most northerly route yet attempted, from Scotland, via the Faroe islands, Iceland and Greenland, to Labrador.

An Italian photographer has been fortunate enough to get a good picture of the only collision over known between aeroplanes in midair in which both aviators were injured.

Treatment Was All Right.

"Let me kiss those tears away," he begged tenderly.
 She fell into his arms and he was busy for the next few minutes. And yet the tears flowed on.

"Can nothing stop them?" he asked breathlessly.
 "No," she murmured, "it is my fever, you know. But go on with the treatment."

The Deadly Hatpin.

Another important step has been taken in Germany, against the use of long hatpins. The railway administration of Saarbrücken has given orders to its officials that ladies whose head-dresses are transfixed by these weapons are to be requested to remove them.

The Rubber Industry.

In their mid-weekly report on the rubber share market dated August 17, Messrs. Zorn and Leigh-Hunt state that so far as the outlook for the rubber industry is concerned they see little cause for uneasiness.

Land Sale.

The sale of a piece of Crown Land in Kennedy Road yesterday resulted in the lot being knocked down to Mr. S. H. Arelli at the upset price of \$4,000. There was no competition.

Scotland Wins Again.

Last evening a Scottish team drawn from the police met a team from the Civil Service in a lawn bowls match for spoons presented by Mr. Fisher of the latter club. The Civil Service were badly beaten by 21 points to 6. The teams were:—Scottish team, Messrs. K. McLennan, W. McHardy, and W. Cameron; Civil Service, A. Blower, W. S. Wiggins, L. E. Brett, C. Bond.

Ex-Taotai of Shanghai.

It is reported that an ex-Taotai of Shanghai arrived in Bangkok on September 1, dressed in European fashion. It may be added that this gentleman seems to possess the enviable faculty of being simultaneously in a number of far removed places. While extradition proceedings are proceeding at Kiochow, he is apparently also at Tientsin, in Japan and in Siam.

The Dead Sea.

The German Society for the Exploration of Palestine will send an expedition to the Dead Sea in October to study and investigate what is regarded by marine students as the most remarkable of inland waters. The expedition will be under the leadership of Dr. Ludwig Brub, of the Berlin Royal Institute for Marine Studies, who will be accompanied by three other Europeans, and will start out from Jaffa. They expect to pass six weeks in collecting data as to the conditions and nature of the Dead Sea. The cost of the expedition is being defrayed by Herr Oskar Tietz, a private member of the society.

A large quantity of burbers have been stolen from street lamps in MacDonald Road, and Oatne Road.

A small boat belonging to the K.O.Y.L.I. has been found floating off Aplichow.

The Siamese Ministry of War has sent a telegraphic order to Col. Gorini in Italy, to send an Italian bandmaster to Bangkok in order to practice the military bands for the Coronation festivities.

We are informed by Messrs. E. S. Kadoorie and Co. that they have received cable advice from London to-day that the Heawood Tin and Rubber Estate Ltd. have declared an interim dividend of 10 per cent.

Rather than pay a \$500 tax on his \$15,000 yacht, Elin, Lindsey Lorin at Boston on Aug. 15, set fire to the craft and totally destroyed it. The tax was imposed because the Elin was a foreign built vessel.

This morning at the Magistracy before Mr. Hazelland, a Chinese woman, owner of some paddy fields, summoned Mr. Keating of the brick factory Aberdeen, for allowing his horse to stray and damage her crops. The case was dismissed.

Clouds of Butterflies.

Obscuring the sky to a height of 100 feet, myriads of butterflies to-day are infesting the forests between Montgomery creek and Burney, says a Redding, California, telegram, dated Aug. 15. The insects, most of which are about one inch in length, with a wing expanse of an inch and a half were flying southward.

The Confidence Trick.

The usual variation of the confidence trick has been played, on a little boy this time. He was walking along a street with a bundle of clothes under his arm when he was accosted by a coolie who asked him to pawn the customary gold ring. Only too ready to oblige the youngster went off with the ring, leaving the clothes unsecured. The clothes have disappeared, but the lad is the richer in wisdom. The ring was brass.

Air Brake's Power.

Some idea of the power of an air brake may be gained from the following facts: It takes a powerful locomotive drawing a train of 10 passenger cars a distance of about five miles to reach a speed of 60 miles an hour on a straight and level track. The brakes will stop the same train from a speed of 60 miles an hour in 700 feet. Roughly it may be stated that a train may be stopped by the brakes in about 3 per cent. of the distance that must be covered to give it its speed.—"Science Spectator."

Imperial Trade.

In the House of Commons on Aug. 15, Mr. Lloyd George stated that the royal commission to investigate trade resources in the development of the empire had not yet been appointed. This was due to the lack of correspondence from Dominion premiers who were being consulted as to the personnel of the commission.

The Protean Sausage.

It is to Westphalia, Prussia, that we must look for the sausage in all its glory. There, it is said, a trader will name you no fewer than four hundred different kinds, and they present a bewildering array of diverse substances in their composition. At a German sausage exhibition held not so long ago at Bern, in Switzerland, there were displayed 1,785 kinds of sausage from various countries. It is said that a good German would rather invent a new sausage than anything else. At any rate, there is told the story of the young Prussian who, though he had received an expensive training as a chemist, shut himself up in his laboratory and, instead of devising new dyes, safety matches, motor engine, explosive, a roplane or photographic lens, took pork, veal, olives, pepper, fennel, old wine, cheese, apples, cinnamon and harrings' roes, and from them evolved a wonderful and totally original "sausage" the best of its kind. He has amassed a considerable fortune from its sale.—"Harper's Weekly."

CRIMINAL SESSIONS.

The Criminal Sessions were resumed before Mr. Justice Gumpertz, Acting Chief Justice, at the Supreme Court this morning.

A Re-Trial.
 Tsang Muk, who was charged yesterday with kidnapping a 11-year-old boy on August 22 last, in whose case a re-trial was ordered by the Court owing to disagreement of the jury, was indicted on the same charge before a fresh jury, which was composed as follows:—Messrs. A. Kahn (foreman), A. A. de Jesus, J. C. V. Ribeiro, A. Keith, F. A. Mackintosh, V. Franco and H. Detmore.

The Attorney-General, Hon. Mr. C. G. Alabaster, instructed by Mr. P. M. Hodgson, Crown Solicitor, prosecuted. Prisoner was undefended and entered a plea of not guilty.

The Attorney-General outlined the facts of the case, which were published in these columns yesterday.

Evidence was called, at the conclusion of which prisoner made a lengthy statement.

The jury retired, and after an absence of a few moments, returned with a unanimous verdict of not guilty. The accused was accordingly discharged.

Harbouring.

Before the same jury who tried the above case, Chan Kui was charged with harbouring a three-year-old child on June 4 last with intent to deprive the parents of the lawful possession of the same. Prisoner was undefended.

The Attorney-General stated that the child was taken away from Canton by a woman named Lam Chun Ho. The mother saw the child being taken away, but she did not object, as she knew the woman and thought she was going to take the child out for a walk. As a matter of fact, the child was not being taken out for a walk at all, but it was taken away for the purpose of being sold.

The child was sold and had never been recovered. The woman Lam Chun Ho was convicted at the last Sessions for kidnapping the child and was now serving a term of imprisonment in Victoria Gaol. The woman would be called to give evidence and she would say that she went with the child to a house or to the back of a house in Bridges Street. She left the child with the defendant, who showed the child to various people. Although the woman did not actually see the child sold she must have known of the sale, because she was subsequently given part of the purchase money by the defendant.

After evidence had been heard, the jury retired to consider their verdict. On their return, they announced a verdict of guilty by six to one and sentence of three years' hard labour was passed.

Kidnapping Again.
 A Chinese woman named Chan and a man named Wong Lai Chun were charged on two counts of kidnapping and harbouring a twelve-year-old girl. Prisoners pleaded not guilty.

The Attorney-General said that the full offence of stealing the child would be confined to the female prisoner. With regard to the male prisoner, he was merely charged with detaining the child. The evidence against the first defendant was clear. As regarded the second defendant, the jury could form their own opinion on the evidence which would be called against him. Anything that the woman said against the man would not be evidence against him, but if the man said anything which was untrue, then it could be taken as some evidence against him. The facts of the case were that some two years ago, the parents of the kidnapped child sold the child to her present lawful guardian for \$220 as a slave-girl. The child was sold with her mistress since that time and proved herself quite a good servant. The child was missed on the 7th of this month. The child would say that she was out on that day and was met by the first defendant, who offered her some banana, which she did not want to eat. The woman forced a piece of the banana into the child's mouth, whereupon the latter became stupefied. The child was then taken to a house, where they remained all night. The next morning the child's clothes were changed and she was dressed as

a boy. The woman took the child to the Yumati Railway Station, where the suspicions of a Chinese constable were aroused. The constable removed the child's hat and noticed that the head was that of a girl. He questioned the woman and took both her and the child to the Police Station, where the woman made a statement, in consequence of which they went to a house in Shanghai Street, which was the house of the second defendant. The woman pointed out the second defendant as the person who gave her the child, which the second defendant denied.

The jury without retiring entered a unanimous verdict of guilty in respect of the first prisoner and not guilty against the second. The first defendant was accordingly sentenced to five years' hard labour and the second defendant was discharged.

M. STOLYPIN.

It is too soon yet to estimate the position that M. Stolypin will take in the eyes of posterity among the worthies of Russia. The St. Petersburg correspondent of "The Observer," writing in April this year, said:—

"To-day, heavy storm-clouds hang over the Tsardom, and everyone can see for himself how a simple, well-meaning man invested with power, can wreck one of the greatest empires of the world. Honourable in character, patriotic in intention, mediocre in his capacity for Parliamentary strategy and tactics, incapable of grasping complicated positions with firm clutch, M. Stolypin has a veritable genius for bringing his Government into scrapes and the regime into discredit. Five years' experience has not enlarged his vision to the range of statesmanship nor sharpened his eye sufficiently for the sudden shifts and changes which his unsteady hand so often brings about."

The occasion for this outburst was the action of M. Stolypin in bringing certain legislation into existence by the exercise of the Imperial prerogative in direct defiance of the wishes of the Duma. Whether in the long run it will prove that Piotr Arkadievitch Stolypin was a man who realized that an unpopular action taken at the right time often finds its justification in the future, or was an out-and-out supporter of the old regime, time will show. In any event his name makes one more to add to the long list of notable Russians who have given up their lives in the service of their Tsar.

The Typhoon.

Though Hongkong has fortunately escaped the visitation of another typhoon, it came sufficiently near during the last twenty-four hours to make its presence felt. During the night the force of the wind was greatly augmented and no small amount of damage was done to windows which had not been properly safeguarded. In many parts of the city the banging of casements heralded falls of broken glass. Otherwise not much damage was done though the pile driving apparatus used in connection with the erection of the "Star" ferry pier sank last night, and could be seen this morning with just its upper portion above the water. During the morning there were many falls of rain though after midday the weather assumed a brighter aspect.

Franklin's Manners.

Franklin collected thirteen principles to cover the small amenities of daily life. Each week he picked out one, and practised it diligently, thus creating a habit. It took three months to cover them all. Each year he practised each one four full weeks. He kept this up for many years. The uncouth Franklin of early manhood who found fault with his wife for giving him a silver spoon and a china bowl for his bread and milk instead of a pewter spoon and earthenware crock according to Mr. Harrington Emerson, in the "Engineering Magazine" for August, developed into the statesman and man of the world who won the respect of Englishmen, the admiration of Frenchmen, and the gratitude of Americans.

KOWLOON-CANTON RAILWAY.

Opening the Chinese Section.

We learn that the latest arrangements made for the opening of the Chinese section of the Kowloon-Canton Railway provide for a visit to Hongkong by H.E. the Viceroy of Canton. The Viceroy and his suite will journey as far as Samolun, where they will be met by H.E. the Governor. The usual courtesies will be exchanged and lunch served. After that the Viceroy will come to Hongkong, where he will be entertained by a banquet at Government House. He will return to Canton in a Chinese gunboat.

We understand that the negotiations dealing with the compilation of the through time table are just about completed. The task has been one of difficulty on account of the conditions under which it has had to be done. For instance the day is shortened considerably by the fact that Chinese will not travel early, and also that the gates at Canton are closed at about 6 p.m. The first train out of Canton each day will be at 8 a.m. and will reach Hongkong at 12.30 p.m., while a train from Kowloon will leave at 8 a.m. and arrive at Canton at 1 p.m. At present, we understand, the managements of both sections have to take into consideration the fact that they are running over a newly opened line, and this fact has had to be borne in mind in drawing up the time table. As matters stand at present the journey will take four and a half hours, so that if a passenger wishes to return the same day he will only have two hours or so in Canton, or vice versa. However, it is hoped as time goes on to speed the trains up and thus to enable a longer time to be spent at either terminus. Through trains will only make two stops on the run, and will not have to stop at Samolun, while ordinary local trains will have to stop there before proceeding either way. The return fare for the whole journey will be about \$8 first class, while the fares for the other classes will be in proportion.

From a gentleman who has been along the Chinese section we learn that the scenery viewed from the line is exceedingly pretty. All along the route are to be seen rolling plains and pine-capped hillsides with many a prosperous village and big stretches of paddy fields. It is not anticipated that there will be much local carriage for produce, except perhaps from Chek-look, it being generally thought that most goods traffic will be between Canton and Kowloon direct.

"INDIGNANT FELLOWS."

An Astonishing Placard.

Some Chinese have gone to the extent, in connection with alleged local cornering of rice, of publishing a placard which made its appearance towards the end of last week, and contained an account of the alleged malfeactions of the rice dealers.

According to "the indignant fellows" who have published the placard, certain of the native rice merchants have sent out their foks and assistants to buy up every scrap of rice available, toll, retail and wholesale, with a view to creating a corner. The notice names the hongs, alleged to be guilty of these tactics and winds up with "Look! Look! Look! and see how they are being called to account by the indignant fellows."

HONGKONG CRICKET LEAGUE.

Annual Meeting.

The annual meeting of the Hongkong Cricket League was held last evening at the Hongkong Cricket Club pavilion. Hon. Dr. Atkinson took the chair. The others present were:—Colonel Stapole, R.E., Captain Clapham, R.G.A., Captain Addison, R.E., Mr. W. E. Braidwood, R. E. O. Bird (Civil Service), W. L. Wanser and T. Ohee (Kowloon), W. Withers (Police), A. Foster (Naval Yard), Sergt. Booth (K.O.Y.L.I.), L. E. Lammert (Cratigenover) and A. E. Asger (Hon. Secretary).

The Chairman proposed the adoption of the report and accounts and, in doing so, remarked that he had not much to say, except that they were \$19 to the good. The season had been very successful, and he hoped that the ensuing season would be as successful.

Mr. Withers seconded. Carried. The office bearers were re-elected as follows:—Hon. Dr. Atkinson (President); Mr. W. D. Braidwood (Vice-President); Mr. A. E. Asger (Hon. Secretary and Treasurer).

Mr. Ohee proposed that Rules 9 and 10 should be altered. A win should hereafter count three points and a draw one point, each club to play twice.

Mr. Lammert seconded. Captain Clapham opposed the resolution on the ground that they would have to make allowances for wet days and regimental engagements. Life was really too short for sixteen matches to be played in one season.

Colonel Stapole—If a club wins the first round of matches, can it refuse to go on any longer? Can it say:—We have won a match. We refuse to play again?

Captain Addison—Oh, no. Captain Clapham said that the existing arrangement had had the effect of opening up cricket. He moved an amendment that the present rules be allowed to stand.

The amendment was defeated by five to four. Mr. Ohee's resolution was carried and will be duly confirmed.

The question of the use of matted on the pitch was considered, and after a little discussion it was agreed that the matter should be purely optional.

THE LAST MAN.

In days of yore, when, on the strength of being a friend of the captain and possessing a certain rude skill as a fast bowler, we obtained a place in our school eleven, and from those days till now we have meditated somewhat tensely on the last man. Our experience has told us that no fielding team ever takes the last man really seriously. They look on him as something in the nature of a harmless nuisance. They rather resent his presuming to take guard. As soon as the ninth wicket has fallen, the field relaxes. The fieldsmen edge towards the pavilion. The fast bowler feels that at last he may try that slow head ball of his of which, secretly, he thinks so much, and which hitherto has been rigidly checked by his captain's cold eye. The last man is superfluous. There is no doubt of that. He is expected to swipe blindly. Anything approaching style and caution is looked on as unsporting and in bad taste. We thank whatever gods may be that since leaving school we have figured for the most part in village matches in which we are treated with considerable deference, and sent in first or second wicket. We are now permitted to take an over or two to settle down. The bowler looks upon us as a foe man worthy of his leather. Our average is still much the same, but our standing has improved. And talking of averages, that is the only bright spot in the lot of the last man. A series of ones, twos, and threes, not out undoubtedly come in useful against the inevitable wickets. The Globe.

ROOSEVELT AND TOGO.

Baffled Photographers.

A New York telegram dated Aug. 14, says:—Admiral Togo on Sunday paid a warrior's tribute to Col. Theodore Roosevelt. Apparently Roosevelt the fighter had appealed to the Japanese admiral, rather than Roosevelt the peace-maker, for when he marched up Sagamore Hill to meet the former president he carried Mr. Roosevelt a two-foot miniature of a soldier's armour.

Colonel Roosevelt, in a dark suit and immaculate white vest, stepped forth on the veranda and greeted the admiral, who wore a white service uniform.

"Delighted to meet you," exclaimed the colonel.

The admiral's face beamed. The party filed into the brand reception room and the gift was presented. The colonel expressed his gratitude in a broadside of superlatives. After luncheon the party gathered on the wide veranda whence sounds of laughter and the vigorous voice of Mr. Roosevelt often issued. The luncheon was strictly private.

The Japanese photographers motored from New York in a taxicab to get a picture of Colonel Roosevelt and Admiral Togo together for use in Japanese papers. When they reached Sagamore Hill the register stood at \$18.70. Colonel Roosevelt said no, and the three Japanese turned away dejectedly and started back for New York with the taximeter clicking away.

THE FIREFLY'S LAMP.

To find out just how and why the tiny firefly is able at will to transform itself into a living lamp a series of very interesting and instructive experiments have been conducted by F. Alexander McDermott and Charles G. Crane of the Hygienic Laboratory of the United States Public Health and Hospital Service in Washington, says the "New York World."

The investigation necessarily called for considerable delicate microscopical study of the light-producing organs of the firefly. It was found that the insect produces its light by oxidation, that is, by practical combustion.

The firefly's light-producing organs are traversed by tubes continuous with those used for breathing, and the investigation found evidence that air is drawn into the organs of the firefly every time it wants to illuminate itself and its surroundings.

The luminous organ is divided into two distinct layers, the inner one being white and opaque, and serving as a reflector, the outer being yellowish and translucent and containing the actual light-producing mechanism. The luminous organs are penetrated from the interior of the insect outward, by innumerable tubes, which ramify within the true luminous tissue, running diagonally outward and finally uniting with the breathing tubes or windpipes, with which they are apparently identical.

When the firefly wants to strike a light it takes a deep breath, drawing in the air through the breathing tracheae and forcing it through the fine passages or tubes in its photogenic tissue, where the oxygen of the air is consumed in a biological oxidation. The firefly and other tiny insects capable of self-illumination are now known to possess a fluorescent material. It is the action of the inhaled oxygen upon this fluorescent material that produces the glow.

On the principle of the electric hair dryer is an instrument brought out in Germany to cure rheumatism by directing currents of hot air upon afflicted muscles.

While a solid wire will show more strength than stranded rope of the same weight in testing machines, in actual practice the reverse almost always is the case.

HONGKONG AND THE RICE SHORTAGE.

No Cause for Alarm.

We are informed on very good authority that though the price of rice has risen in Hongkong there is no need for uneasiness. It has been estimated that the daily consumption of rice in the city amounts to 4,000 piculs, and the amount stored in the city at the present time is said to be 120,000, or enough to last for 30 days. Added to this there is an equal amount on the way to Hongkong, so that there will be enough to last till December when the Siam crops will be ready.

The following five gentlemen have been appointed by Mr. Brewin, Registrar General, to inquire into the state of affairs:—Ho Kam Tong, Ng Hon Tze, Chan Kai Ming, Sui Yuen Fai and Chan Lok Chuen.

SERVICE APPOINTMENTS.

(The "Telegraph" Correspondent.)

Canton, Sept. 18. Some time ago, a Chinese telegram reported that H. E. Fung Shan, the newly appointed Tartar General of Canton would act as Admiral in addition to his usual duties. According to news from the North H. E. Fung Shan is to act as Commander-in-chief of the Canton recruits while Field Marshal Lung Chai Kwong will act as Admiral. The reason for this change is that H. E. Fung Shan distinguished himself by his success while in command of recruits in Peking.

THE STOWAWAY.

We are not among those who consider that a ship, if she is to be accurately described as well found, should have her stowaways. Sea captains have drawn it into us that stowaways are a frightful bore; and it had certainly begun to look as though what romance was connected with the earlier stowaways of fiction had begun to fade. Lately, however, a bold attempt has been made by two passengers, who had put themselves on the free list of a big liner, to which interest in the stowaway as a class. The liner, on arriving at New York, has reported that two stowaways found aboard soon after the ship left Southampton broke out of the vessel's gun and managed to hide themselves so successfully that they have not been discovered up till the time at which we pen these words. The modern ocean liner is a huge concern, with a vast interior, and while the crew are ferreting about in the stern sheets the stowaway is scouting off by devious paths to the port-holes of the bow. We are not sure that stowaway-hunting will not displace deck-quoits as a recreation for agile passengers. There is an element of the chase in the thing which deck-quoits can never provide. Yoicks. Gone away. He's doubled back to the billiard room. Got him? No. Ha! he must have concealed his tracks by crossing the swimming-bath. The pursuit of the stowaway should relieve much of the tedium of a transatlantic voyage. But we think that the use of bloodhounds should be barred. "The Globe."

An Unfortunate Inquiry.

"Knowing that you reveal in a story," writes a correspondent to "The Globe," "the account of the death of Cardinal Moran, which I read, reminds me of a tale of his uncle, Cardinal Cullen. Here it is:—The Cardinal was a disciplinarian, and one of his rules was that the door of the Archbishop's house in Dublin was to be looked at 10 o'clock at night. The priests who were out at any social function generally evaded this rule by getting a brother to open the door. One night the Cardinal had work that necessitated his sitting up late. The door bell rang, and the Cardinal answered the summons. As the priest entered the hall, which was in darkness, he asked confidentially, 'Is Paul in bed?' 'No, Paul is not in bed,' was the reply, in a tone which made further interrogation inadmissible."

THE REAL BARBARA FRIETCHIE.

Legend is Contradicted by a Man Who Knew Her.

Henry Clay Naill, who died in Baltimore the other day, was a politician of the old school, intensely partisan, eating, drinking, and dreaming politics. He was a stump speaker for the Republican party in many States and for many decades. During President Arthur's administration he was surveyor of the port of Baltimore. Through absorption of its traditions he knew the history of Maryland until, in conversation, it would seem to his hearers as if he had himself lived from earliest colonial times. He had seen every President from John Quincy Adams on, and had known personally several of the defenders of Fort Mifflin.

His version of the Barbara Frietchie legend is interesting, in view of the fact that Frederick was Mr. Naill's home, and he was well acquainted with Dame Barbara—had "known her from his infancy, and had sat on her lap many a time," as he expressed it. The legend, as immortalized in Whittier's poem, is well known. It has been claimed that the incident occurred just as told in the poem, but it has also been asserted that the heroine was a Mrs. Quantrell, a relative of the guerrilla leader. Those who advance the latter theory usually declare that the soldiers did not pass within three blocks of Barbara's home.

According to Mr. Naill, both stories are right and both wrong. He said that while Stonewall's soldiers were passing Barbara's house, several of them entered her garden and drew water from the well without asking consent of the old woman, who was clumping on the porch. Upon being acerbically ordered away, two of them went on to the porch and pretended to be about to shake their thirst with Barbara's buttermilk. Her wrath grew to fury, and, in mingled English and Pennsylvania Dutch, she gave them her unfaltering personal opinion of themselves, their army, and government, and the military profession in general. Her speeches were received with laughter and mock applause, and the soldiers then moved on. According to Mr. Naill, there was no flag displayed, and Barbara's sentiments, expressed and unexpressed, were rallied around the single principle of "No trespassing."

Further down the street was Mrs. Quantrell, a younger woman, with an eye to dramatic effect, and a presumed confidence that the consequences of a little show of patriotism would not be very serious. She ran to her front gate, waving a small American flag. The young fellows who composed the army were not grim fanatics in a holy war, and the excited woman in calico, waving her little flag in defiance of the marchers, roused only their sense of humour. They saluted her derisively, asked if she were prepared to accept their surrender, laughed and chaffed at her until she got tired and went within. The general's command was simply, "Pay no attention to her."

These two incidents furnished the only excitement of the passage of the troops through the little village. The two stories were well understood at home, but when they travelled they got mixed, and grew in such a way as to confer immortality upon the lady who was angered at the impudent lads who threatened to drink her buttermilk. As for Mrs. Quantrell, her immortality takes the form of an occasional paragraph in the "Answer to Correspondents" column. According to Mr. Naill, she undoubtedly waved a flag, but it was his cynical opinion that she knew she was perfectly safe, but wanted to be a village heroine. That the credit should go to the cholerics Barbara and that the story should be told to all the nation, with accompaniments of crashing bullets and dramatic commands, was a matter of bitter grief to the actual heroine of the flag episode. But it was a subject of keen amusement to the neighbour, an amusement which Mr. Naill shared to the utmost.

THE CHINESE CALENDAR.

Once again the proposal that the Government should adopt the Western calendar has been brought forward, and there is little doubt that the suggestion will commend itself to the minds of those who have any acquaintance with the conveniences arising from the present system. The retention of the lunar calendar places this country behind even Russia in the ranks of civilized nations, and that is saying about as much as could be said. At the present time every document of any importance that passed between a Russian and a non-Russian has to bear two dates, and endless confusion is caused by the independent incidence of Russian and non-Russian festivals and holidays. In China things are even worse, for she has in her international relations to keep in mind three calendars, the Chinese, the Russian and the Gregorian, and though her national or general holidays do not interfere with business in the same way as in Europe, still inconveniences are caused. The occurrence of an intercalary month in every third year makes it almost impossible to develop properly a budget system that can be compared or correlated with those of any other country, and indeed the whole problem of statistics in this Empire is immeasurably complicated by reason of the calendar anomalies. The putting forward of this proposal will be all the more readily welcomed by intelligent men, as it is only two or three years since the issue of the Imperial Post Office report was delayed several weeks because that excellent institution had decided to revert from the use of the Gregorian calendar to the lunar calendar, and by so doing it made any comparison of the figures issued since that date absolutely futile. Whilst the Western calendar is in many respects far superior to that of this country it is not by any means perfect, and an international movement is on foot for its revision. This movement is supported by some of the leading Governments of Europe, and sooner or later it will issue in a rational revision accepted by the whole of the civilized world, and when that time comes China will be the better prepared to take the final step of adopting it if she has already brought herself into line with modern astronomical science by the adoption of the Gregorian scheme. There will of course be considerable opposition from the ignorant, and possibly from the Chauvinists, but the calendar was revised with the help of Roman Catholic priests some two and a half centuries ago, and there is no reason why what could be done then without any very great dislocation of everyday life should not be capable of accomplishment again. There need not necessarily be any serious displacement of the national festivals, and the excellent habit of paying up one's scores before the New Year could be retained without impairment. Time has never been properly valued in China. It is an old custom to be late at nearly every function, even one's own funeral, but it is a custom out of which the nation is rapidly growing, for the introduction of trains and steamers leaving at definite times is having a marked effect on the punctuality of those who are within their reach; and it is not a matter for national pride that in this larger question of time the Empire should be behind even benighted Russia. If the Imperial Board of Astronomy were to devote a twelvemonth to the investigation of the Gregorian calendar, now that the momentous question of selecting a propitious day for the commencement of the Emperor's studies has been settled, it would scarcely be able to come to any other conclusion than that the adoption of this calendar would be a great convenience both for domestic purposes and in international relations. "The National Review."

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To-day's Advertisements.

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on TUESDAY, the 26th September, 1911, at 6.30 p.m. for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August; of electing officers for the ensuing year, &c. A. V. MONK, Sec. Hon. Secretary. Hongkong, 19th Sept. 1911. [1890]

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THE Steamship

"LIGHTNING" Captain E. P. Smith, will be despatched for the above ports on TUESDAY, the 26th instant, at Noon. For Freight or Passage, apply to DAVID BASSOON & CO., LD. Agents. Hongkong, 19th Sept. 1911. [1889]

DON'T FORGET.

Thursday, September 21. V. R. C. Sports. Friday, September 22. V. R. C. Sports. Saturday, September 23. Douglas Steamship Co. meeting, noon, and extraordinary meeting, 12.15 p.m. V. R. C. Sports. Civil Service vs. Taikoo. Bowls. Boxing, Skating Rink. Monday, Sept. 25. Crown Land Auction. Thursday, Sept. 28. Kowloon Cricket Club annual meeting, 5.15 p.m. Saturday, September 30. Hongkong Gymkhana Club. Race Meeting, Happy Valley.

P. PULAR 'ASAHI' BEER.



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. [43]

E. C. Wilks, M.I.Mech.E., M.A.M.N.A. Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Launches.

ALEXANDRA BUILDING, 2ND FLOOR. Hongkong, 1st May, 1911. [1100]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "ASSAYE" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out. Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 19th inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be re-considered. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 18th Sept. 1911. [4]

PERFECTION WHISKY IS ALWAYS PERFECTION IN ITSELF AND

"Worth Having" THE BEST SCOTCH WHISKY

SOLE AGENTS, H. Price Co., Ltd., 12, Queen's Rd. Ct. PROPRIETORS, D. & J. McALLUM, EDINBURGH.

PERFECT IN MELLOWNESS PERFECT IN BOUQUET PERFECT IN PURITY and A PERFECT DRINK WITH TANSAN

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER, SAYING 5 TO 7 DAYS' OCEAN TRAVEL.

Exposed Sailings from Hongkong and Quebec, etc. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong

From Quebec

"EMPRESS OF JAPAN"....Satur., Sept. 23.
"EMPEROR OF JAPAN"....Satur., Oct. 14.
"EMPEROR OF JAPAN"....Satur., Nov. 4.
"EMPEROR OF JAPAN"....Satur., Dec. 2.
"EMPEROR OF JAPAN"....Satur., Dec. 2.

S.S. "MONTEAGLE" calls at Moji instead of Nagasaki.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....\$71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Servants Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port...\$48. Via New York...\$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On

SANDAKAN.....MAUSANG.....Thursday, 21st Sept., Noon.

SHANGHAI.....HANGSANG.....Friday, 22nd Sept., Noon.

MANILA.....LOONGSANG.....Saturday, 23rd Sept., 2 P.M.

SHANGHAI, KOBE & MOJI.....KUTSANG.....Tuesday, 26th Sept., Noon.

SINGAPORE, PENANG & CALCUTTA.....NAMSANG.....Tuesday, 26th Sept., Noon.

MANILA.....YUENSANG.....Saturday, 30th Sept., 2 P.M.

SINGAPORE, PENANG & CALCUTTA.....LAISANG.....Tuesday, 3rd Oct., Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Laikang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chifoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kudat, Lahad Dato, Simporna, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215. General Managers.

Hongkong, 19th September, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via
SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D W	On or about
"KUMERO".....	G. B. McGill.....	11,000	October 3rd.
"LUERO".....	J. Mathis.....	11,000	October 25th.
"HEROLES".....	R. Wilkenson.....	7,000	November 10th.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America.

Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,

KING'S BUILDING, Praya Central.

Telephone No. 780.

Hongkong, 26th August, 1911.

NEW LINE OF STEAMERS
TO
SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. "DUNERO".....5,000 tons.....To be dispatched on Dec.

S.S. "KATANGA".....5,400.....To follow

and regularly thereafter.

For rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,

Managing Agents.

Hongkong, 24th August, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS. STEAMERS. SAILING DATES, 1911

MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, OOLOMBO AND PORT SAID.....KAMO MARU, Capt. F. L. Sommer, Tons 9,000, WEDNESDAY, 27th Sept., at Daylight.
".....LAKI MARU, Capt. K. Homma, Tons 7,000, WEDNESDAY, 11th Oct., at Daylight.
".....MISHAMA MARU, Capt. A. E. Moses, T. 9,000, WEDNESDAY, 25th Oct., at Daylight.

VICTORIA, B.C. & SEATTLE.....SADO MARU, Capt. J. Richards, Tons 7,000, SATURDAY, 7th Oct., from KOBE

VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA.....TAMBA MARU, Capt. K. Noda, Tons 7,000, TUESDAY, 10th Oct., at Noon.
".....AWA MARU, Capt. Iizawa, Tons 7,000, TUESDAY, 7th Nov., at Noon.

SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....NIKKO MARU, Capt. M. Yagi, Tons 6,000, FRIDAY, 29th Sept., at Noon.
".....KUMANO MARU, Capt. M. Winkler, T. 6,000, FRIDAY, 27th Oct., at Noon.
".....KUMANO MARU, Capt. M. Winkler, T. 6,000, FRIDAY, 29th Sept., at Noon.

KOBE & YOKOHAMA.....KAGA MARU, Capt. M. Hagino, T. 7,000, THURSDAY, 27th Sept., at 11 A.M.

SHANGHAI, MOJI & KOBE.....WAKASA MARU, Capt. N. Nielsen, Tons 7,000, WEDNESDAY, 27th September.

† Fitted with new system of wireless telegraphy.
* Carries deck passengers. † Cargo only.

NEW LINE OF STEAMERS BETWEEN
KOBE and CALCUTTA.

Regular service (once in every 18 days) from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The first steamer to sail from Hongkong is "JINSEN MARU".....Tons 8,782, Capt. Machida, On Sept. 26th.

CHEAPEST SUMMER RATES

between HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class.....	\$120	\$110	\$100	\$90
2nd „.....	\$80	\$70	\$60	\$50

With option of rail between steamers calling ports in Japan.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For STEAMERS. To SAIL.

MANILA, OEBU & ILOILO....."FAMING".....20th Sept., 4 P.M.

SWATOW, WEIHAWEI, OEBU & TIENSIN....."HUICHOW".....20th „ 4 P.M.

HAIPHONG....."SUNGLANG".....21st „ 4 P.M.

SHANGHAI....."CHENAN".....21st „ 4 P.M.

SHANGHAI....."LINAN".....23rd „ 4 P.M.

MANILA, OEBU & ILOILO....."TEAN".....26th „ 4 P.M.

MANILA, ZAMBOANGA & AUSTRALIAN PORTS....."CHANGSHA".....26th „ Noon.

SHANGHAI....."CHINHUA".....28th „ 4 P.M.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

† MANILA LINE—Twin Screw Steamers "Tea" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft; Saloon accommodation of S.S. "Kailong" is situated on deck, aft.

† SHANGHAI LINE—FAST SCHEDULE—TWIN-SCREW STEAMERS (Akih, Ohama, Linan, Chihua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon; leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers call at Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone No. 16.

Hongkong, 19th September, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next-Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

"Senegambie".....20th Sept.

"Bayern".....6th Oct.

"Arendia".....18th Oct.

"Slavonia".....3rd Nov.

"Scandia".....16th Nov.

"Spezia".....2nd Dec.

For Further Particulars, apply to—

Hamburg-Amerika Linie,

Hongkong Office.

Hongkong, 16th September, 1911.

HONGKONG—

PHILIPPINES.

PHILIPPINES

STEAMSHIP CO.

Steamship. Tons. Captain. For. Sailing Date.

ZAFIRO.....4000 M. C. Smith. MANILA, THURSDAY, 21st Sept., 4 P.M.

RUBI.....4000 S. Crosby. OEBU & ILOILO, TUESDAY, 16th Oct., 4 P.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 19th September, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOU.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Steamship Captain Tons Leaving

For Freight and Passage, apply to

A. R. MARTY,

24, Des Vaux Road.

Telephone 118.

Hongkong, 12th June, 1911.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers. Arrive Hongkong from Australia. Leave Hongkong for Australia.

ALDENHAM.....22nd Sept. Saturday, Sept. 30.

EMPIRE.....20th Oct. „ Oct. 14.

ST. ALBANS.....20th Oct. „ Nov. 11.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fan. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents.

[887]

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

Steamer. Tons. Captain. Date of sailing.

S.S. "Nippon Maru".....11,000.....A. G. Stevens.....Oct. 6th, Noon.

S.S. "Tenyo Maru".....21,000.....E. Bent.....Oct. 18th, Noon.

S.S. "Shinyo Maru".....21,000.....H. S. Smith.....Nov. 3rd, Noon.

S.S. "Chiyo Maru".....21,000.....W. W. Green.....Dec. 1st, Noon.

† These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and post office.

The Triple Screw steamers Nippon Maru, will be despatched for San Francisco via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 6th Oct., at Noon.

For further particulars, apply to—

TOYO KISEN KAISHA, Ltd.,

Agents.

[888]

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo.)

Only Regular Direct Service to Mexican, Chilean, and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamer. Tons. Captain. Date of Sailing.

Bayo Maru.....10,500.....Saturday, Oct. 21st, Noon.

† Bayo Maru will call at Yokohama, Kobe, and Hongkong.

† Bayo Maru will call at Yokohama, Kobe, and Hongkong.

For further particulars, apply to—

THE MATSUYAMA, Ltd.,

Agents.

[889]

COMMERCIAL

Bullion.

Messrs. Samuel Montagu & Co.'s

Circular dated London, August

24, contains the following—

Gold.—The arrivals of bar gold

were about £700,000—the bulk of

which, after provision of £87,000

for India, will be sent into the

Bank of England.

The following amounts have

been received by the Bank of

England—

Aug. 17, £253,000 in bar gold.

„ 18, 243,000.

„ 15,000 in sovereigns

from France.

„ 19, 12,000 in bar gold.

„ 21, 12,000 in sovereigns

from France.

„ 22, 75,000 in bar gold.

„ 23, 251,000 in

6,000 in sovereigns

from France.

LOG BOOK.

Biblical Figure-head.
The ship *Latimer* is probably the only vessel in the world carrying an open Bible as a "figure-head." She was until recently owned by Messrs. John Lidgett and Sons, of 6, Lime Street Square, London, E.C., and has now been transferred, like many another good ship, to the Norwegian flag. How this curious device came to be affixed to her bow is not very clear, though the responsibility for it rests with the late Mr. George Lidgett, who probably considered that a vessel bearing the name of the great Christian martyr might well bear over the waters an appropriate text. The latter, by the way, is from Proverbs, viii. 33, which reads, "Hear instruction and be wise, and refuse it not," although on the ship's Bible the word "and" is omitted. It is, of course, not impossible that the owner intended this text to be a hint to his officers and crew.

Subsidized Coal Carriers.

Little has been heard recently of the Italian proposal to provide a native-built fleet of steamers for conveying Welsh coal to Italian ports on account of the State Railways and the marine departments. In the current issue of the "Board of Trade Journal," however, particulars are given of the conditions under which the Government will furnish a subsidy for this purpose. The quantity to be transported annually is 700,000 metric tons, and the contract, which will be for ten years, dated from July 1, 1912, will provide for a total annual subsidy of about £12,000. Eight steamers of not more than 4,000 gross tons each, and with a carrying capacity of at least 5,000 tons, are to be employed in this service. There is, by the way, just a chance that, notwithstanding the stipulation relative to the construction of these vessels in Italian yards, British builders may have an opportunity of obtaining a share of the work, for contracts may be placed abroad (1) if the prices of the native firms are more than 7 per cent. higher than the average of the estimates of six first-class British shipbuilders; or (2) if a reasonable time of delivery cannot be guaranteed by the Italian firms.

Dangers of the Sea.

A White Paper just issued by the Board of Trade shows that the number of lives lost in British sea-going merchant ships during the year 1910 (by wreck, drowning or other accident at sea and in rivers and harbours) was 1,300. This figure, it should be noted, is about 250 below the average for the previous 10 years. It represents a percentage of '47, or 1 in 210, of the persons employed, a result which can scarcely be regarded as unsatisfactory in the case of a trade which is admittedly one of the most dangerous. On only four occasions during the past 20 years has this record been beaten, and in each year from 1891 to 1895 the percentage was well over '80. This method of computation shows, far more conclusively than mere totals can do, the wonderful increase in safety which has been effected during the last couple of decades.

BIJOU SCENIC THEATRE,
"FLOWER STREET."Cinematograph
Vaudeville.

9.15 P.M. { EVERY EVENING } 9.15 P.M.

Miss Vera Ferrace
MISS VERA FERRACE
our popular Artist
and
The Latest Brilliant Moving Pictures.

7.15 P.M. { PICTURES ONLY } 7.15 P.M.

Electric Film Through-out Theatre.

Lessee & Manager
R. H. STEPHENSON.
Hongkong, 7th Sept. 1911. [1244]

Intimaforas

AERTEX
CELLULAR.

COOLEST & MOST COMFORT-
ABLE UNDERWEARE

for
THE SUMMER
HIGH GRADE.

J. T. SHAW,
TAILOR AND OUTFITTER.

Hongkong Hotel Buildings,
Queen's Rd. Central. [1253]

PEAR TRAMWAYS CO.,
LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.30 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 10 min.
1.45 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 8.10 p.m.	" 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to
11.30 p.m. every 15 minutes.

SUNDAYS.

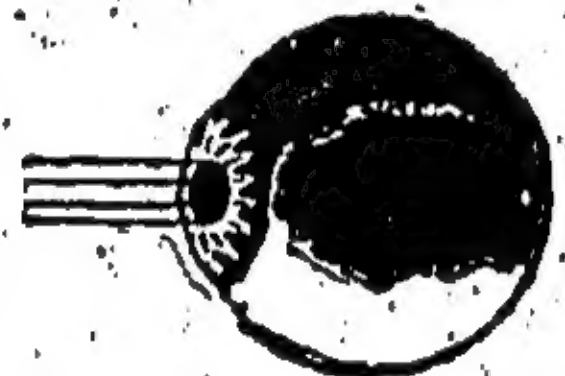
8.00 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	" 10 min.
11.45 a.m. to 12.00 noon	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 6.00 p.m.	" 10 min.
6.00 p.m. to 7.00 p.m.	" 15 min.
7.00 p.m. to 8.10 p.m.	" 10 min.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.
By Arrangement at the Company's
Office, Alexandra Buildings,
Des Voeux Road.

HON D. HUMPHREYS & SON,
General Managers,
Hongkong, 16th June, 1911.



SUN GLASSES.

Any tint made to any prescription.
No charge for testing sight.
Repairs of all description made by
competent workmen.

N. LAZARUS,

Ophthalmic Optician,
1A, D'Aguiar Street,
Hongkong.
Hongkong, 24th July, 1911. [1229]

THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LD.

(CAPITAL PAID UP...\$1,250,000)

Loans on Mortgage of House Property
&c.

Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF
WILLS, ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & Co.
General Managers.
Hongkong, 10th March, 1908. [114]

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about
the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON & ANT- WERP, S. F. B. B. PENANG, C. B. D. PORT SAID AND MARELLAS	SARINIA	10 A.M. 20th Sept.	Freight and Passage.
SHANGHAI MOJI, KOBE & YOKOHAMA	SUMATRA	5 P.M. 20th Sept.	Freight and Passage.
SHANGHAI	SHANGHAI	About 28th Sept.	Freight only
SHANGHAI	SHANGHAI	About 28th Sept.	Freight and Passage.
SHANGHAI	SHANGHAI	About 18th Oct.	Freight and Passage.
LONDON, VIA UNAL PORTS OF CALL	ABRATH	Noon 30th Sept.	See Special Advertisement

For Further Particulars, apply to
P. & O. S. N. Co.'s office,
Hongkong, 18th September, 1911.

R. A. HEWETT,
Superintendent.

NORDDEUTSCHER LLOYD.

BREVEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL ON
NAPLES, GENOA, ALGIER, GIBRAL- TAR, SOUTHAMP- TON, ANTWERP and BREMEN	"BELOW"	16,900 20th September, at Noon.

SHANGHAI, TSING
TUA, KOBE and
YOKOHAMA

MANILA, YAP, MA-
RONN, SAMARAI,
NEWGUINEA, IRIS-
BANE, SYDNEY &
MELBOURNE

KOBE & YOKOHAMA

KUDAT & SANDAKA

All the steamers of the Imperial Line are fitted with Wireless Telegraphy.
For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA

DRAGON CYCLE TSANG KWON
DEPOT,

ELECTRICIANS.
Steam, Oil, Gas and Motor
Engineers
and
Rickshaw Builders.

Repairs to
Typewriters, Bicycles, Phono-
graphs, and all kinds of
Electric Goods and Machinery

'PHONE 482.
No. 63, Des Voeux Road Central
Managing Proprietor:

C. LAURITSEN.

GREEN ISLAND CEMENT
COMPANY, LIMITED.

PORTLAND CEMENT.
In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.
General Managers.
Hongkong, 16th Aug. 1910. [124]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools,
installed throughout the Works.

50-ton Hydraulic TESTING MACHINE
for Chains, Wire Ropes, Rivets,
and Metal Specimens.

GRAVING DOCK
787 ft. by 88 ft. by 34 ft. 6 in.
Pumps empty Dock in
3-4 hours.

THREE PATENT SLIPWAYS
taking vessels up to 3,000 tons
displacement, providing conditions for
painting ships with most efficient result

100-TON ELECTRIC CRANE ON QUAY—
ELECTRIC OVERHEAD CRANES THROUGHOUT
the SHOPS RANGING UP TO 100 TONS.
Estimates given for Docking, Repairs to Hull and Machinery,
Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE
HONGKONG, CHINA & JAPAN

Shipping—Steamers.

DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having
splendid Accommodation for First-Class Passengers. Electric Light. Excellent
Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 10 days.)

STEAMSHIP. CAPTAIN. LEAVING.
Haitan ... Capt. J. S. Roach ... THURSDAY, 21st Sept., at 1 P.M.
Haiyang ... Capt. J. W. Evans ... TUESDAY, 26th Sept., at 1 P.M.
Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.
For Freight and Passage, apply to

Douglas, Lapraik & Co.,
General Managers.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA AND JAPAN.

Steamer From Expected on or about For Will leave on or about
Titaroom ... JAVA ... 2nd half Sept. ... 2nd half Sept.
Tilapat ... JAPAN ... 2nd half Sept. ... 2nd half Sept.
Tilmanock ... JAPAN ... 2nd half Sept. ... 2nd half Sept.
Tilbodas ... JAPAN ... 2nd half Sept. ... 2nd half Sept.
Tilman ... JAPAN ... 2nd half Sept. ... 2nd half Sept.
Tilman ... JAPAN ... 2nd half Sept. ... 2nd half Sept.
Tilman ... JAPAN ... 2nd half Sept. ... 2nd half Sept.
Tilman ... JAPAN ... 2nd half Sept. ... 2nd half Sept.

The steamers are all fitted throughout with Electric Light, and have
accommodation for a limited number of saloon passengers, and will take cargo
all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
Yok Buildings

For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
Yok Buildings

Consignee

"SEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "BENALDER,"
FROM LONDON, STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns of the
Hongkong and Kowloon Wharf and
Godown Co., Ltd., whence and/or
from the wharves delivery may be
obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
20th inst., will be subject to rent.

All claims against the steamer must
be presented to the Underwriter on or
before the 27th inst., or they will not
be recognized.

All broken, chipped, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
20th inst., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 18th Sept., 1911. [1376]

AMERICAN & MANCHURIAN
LINE.

NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship
"MATOPOPO,"

Captain W. H. Dormand, having ar-
rived from the above port, consignees of
cargo are hereby informed that their
goods are being landed at their risk into
the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Con-
signee's risk and expense.

All broken, chipped, and damaged
Goods are to be left in the Godowns,
where they will be examined on FRI-
DAY, 22nd inst., at 10 A.M.

All claims must be presented within
fifteen days of the steamer's arrival here,
after which date they cannot be re-
cognized.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
22nd inst., will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by

SHEWAN TOMES & CO.
Agents.

Hongkong, 16th Sept., 1911. [1384]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG
AND SINGAPORE.

THE Steamship
"LIGHTNING,"

having arrived from the above ports,
consignees of cargo are hereby informed
that their goods will be delivered from
alongside.

Cargo impeding the discharge will be
landed at once, at consignee's risk and
expense.

Cargo remaining on board after 2 p.m.
of the 20th inst., will be landed at con-
signee's risk and expense.

Consignees of Cargo from SINGA-
PORE & PENANG are requested to
take IMMEDIATE delivery of their
goods from alongside, such cargo im-
peding the discharge of the Vessel will
be landed and stored at consignee's risk
and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by the undersigned.

DAVID SASSOON & CO., LD.,
Agents.

Hongkong, 14th Sept., 1911. [1386]

To Sail



The Peninsular & Oriental
Steam Navigation
Company.

STEAM FOR STRAITS, CEY-
LON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITER-
RANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED
FOR BATAVIA, PERIAN GULF,
CONTINENTAL, AMERICAN AND
SOUTH AFRICA PORTS.

THE Steamship
"ASSAYE,"

Captain W. G. Cockman, R.N., carrying
His Majesty's Mails, will be despatched
from this for Bombay, &c., on SATUR-
DAY, the 30th September, 1911, at
Noon, taking passengers and cargo
for the above ports in connection with
the Company's s.s. "Malwa," 11,000
tons; from Colombo, passengers accom-
modation in which vessel is secured be-
fore departure from Hongkong.

Silk and Valuables, all cargo to
France, Teas and Cargo for London (under
arrangement) will be transhipped a
Colombo into the mail steamer proceed-
ing direct to Marseilles and London
other cargo for London, &c., will be
conveyed via Bombay by the
"Persia," due in London on the 11th
November, 1911.

Parcels will be received at this Office
until 4 P.M. the day before sailing. The
contents and value of all packages are
required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 18th September, 1911. [1385]

THE CHINESE ENGINEERING
AND MINING CO. LTD.

CANTON-HONGKONG-TIEN-
TSIN LINE.

THE Charter'd Steamship
"ONSANG"

Taking Cargo for Tsingtau, Chiao-
Newchwang, and Chinwangtao, will
be despatched for above ports; at
4 p.m. on the 21st September.

The Company's Steamship
"KWANGPING"

will be despatched for Tientsin Bund,
with liberty to call at intermediate ports
on

For Freight and Passage, apply to
CHINESE ENGINEERING
AND MINING CO., LD.,
16, Alexandra Buildings,
or
CHANG-FAT-YUEN,
302, Des Voeux Road Central.

[1388]

OTE. LOUVENCOURT
EXTRA DRY.

\$24.00 per case.

FRENCH STORE,
6 Queen's Road.

Hongkong, 17th Sept. 1911. [1389]

Notices

FOUND.

ON 14th September a BROWN
DONKEY, straying at West
Point. Apply to the Inspector on
Duty, Central Police Station.
F. W. LYONS,
Captain Superintendent Police.
Hongkong, 14th Sept., 1911. [1380]

NOTICE.

DOUGLAS STEAMSHIP
CO., LTD.

THE ORDINARY GENERAL
MEETING of SHARE-
HOLDERS will be held at the
Company's Office, on SATURDAY,
the 23rd September, at Noon, for the
purpose of receiving the Report of the
General Managers, together with a
Statement of Accounts to the 30th
June, 1911.

The TRANSFER BOOKS of the
Company will be CLOSED from the
9th to the 23rd September, both days
inclusive.

DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, Sept., 4th, 1911. [1352]

NOTICE.

M. HENRI BARBEY, having
severed his connection with my
firm, ceased to sign for the per-
formance as from 1st September,
1911. Mr. GUMMELINDE JESUS
SEQUEIRA will continue to sign for
my firm per performance.

A. R. MANTY.
Hongkong, 18th Sept., 1911. [1370]

V. R. C.

ANNUAL SWIMMING
SPORTS.

THURSDAY, 21st September.
Commencing: 5 P.M.

FRIDAY, 22nd September.
Commencing: 5 P.M.

SATURDAY, 23rd September.
Commencing: 4 P.M.

100 yards, 220 yards, 440 yards, and
800 yards Championships of the
Colony and many other events.

MILITARY BAND in attendance
on Saturday, 23rd, on which day after-
noon tea will be provided for Ladies.

ADMISSION: Non-members \$1 each
day, Ladies 50 cents each day.

Hongkong, 18th Sept., 1911. [1388]

To Let.

"OREGGAN," 39, The Peak.
No. 10, MACDONNELL ROAD.
GODOWN, 151 to 155, PRATA
BAIR.

THE HONGKONG LAND
INVESTMENT & AGENCY CO.,
LIMITED.

Hongkong, 1st July, 1911. [1359]

TO LET.

GODOWN No. 54, DUNDAS
STREET.

Apply to
THE HONGKONG LAND
INVESTMENT & AGENCY
COMPANY LIMITED.

Hongkong, 1st July, 1911. [1361]

TO LET.

THE BUILDING now in occupa-
tion of The Mercantile Bank of
India to be let from 1st January, 1912.
OFFICES on 1st and 2nd Floors
now in course of erection at No. 6,
DES VOEUX ROAD to be let.

Apply to
DAVID SASSOON & Co.
Hongkong, 18th Sept., 1911. [1387]

WING KEE & CO.
47-49, Connaught Rd.

SHIPHANDLERS,
PROVISION & COAL

MERCHANTS.
Hongkong, 23rd Mar., 1911. [1390]

JOHN THOMAS COTTON.

VETERINARIAN & FARRIER
(Qualified).

Business Address—
AH TOO STABLES,
No. 7, Russell Street,
Hongkong.

Telephone No. 272.
Hongkong, 27th July, 1911. [13

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The attention of the public is drawn to page 10, para. 20, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The S.S. Baulew, with the Siberian Mail has left for Hong at 5 a.m. on the 19th inst. and is to arrive here at about 2 p.m. to-morrow.

A Mail will close for:—
Singapore, Penang, and Colombo—Per Sardinia, 20th Sept., 9 a.m.

Batavia, Cheribon, Samarang, and Sourabaya—Per Tjilatjap, 20th Sept., 10 a.m.
Macao—Per Sui Tai, 20th Sept., 1.15 p.m.

Singapore—Per Proussan, 20th Sept., 3 p.m.

Swatow, Wei-hai-wei, Chefoo, and Tientsin—Per Hithow, 20th Sept., 3 p.m.

Manila, Cebu, and Hong—Per Taining, 20th Sept., 3 p.m.

Kobe—Per Tjilatjap, 20th Sept., 4 p.m.

Shanghai, Kobe, and Yokohama (Siberian Mail to Europe)—Per Sumatra, 20th Sept., 4 p.m.

German Mail. EUROPE, &c., INDIA VIA TUTORIN—Per Bulow, 21st Sept., 9 a.m.

Sandakan—Per Mawang, 21st Sept., 11 a.m.

Swatow, Amoy, and Foochow—Per Hithow, 21st Sept., noon.

Macao—Per Sui Tai, 21st Sept., 1.15 p.m.

Shanghai—Per Chenan, 21st Sept., 3 p.m.

Tientsin, Chefoo, Newchwang, and Chingwang—Per Onsong, 21st Sept., 3 p.m.

Manila (taking Mails for Cebu and Hong)—Per Lougeng, 21st Sept., 3 p.m.

Macao—Per Sui Tai, 21st Sept., 1.15 p.m.

Shanghai, Nagasaki, Kobe, Yokohama, and Vancouver (Siberian Mail to Europe)—Per Empress of Japan, 21st Sept., 5 p.m.

Shanghai—Per Lian, 23rd Sept., 6 p.m.

Singapore, Penang, and Calcutta—Per Nansang, 26th Sept., 10 a.m.

Samarang and Surabaya—Per Clara, 26th Sept., 10 a.m.

Manila (taking Mails for Cebu and Hong)—Per Zambonga, 26th Sept., 10 a.m.

Shanghai, Kobe, and Hong—Per Kulsang, 26th Sept., 11 a.m.

EUROPE, &c., INDIA VIA TUTORIN—(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per Caledonia, 26th Sept., 11 a.m.

Swatow, Amoy, and Foochow—Per Hithow, 26th Sept., 11 a.m.

Manila, Cebu, and Hong—Per Taining, 26th Sept., 11 a.m.

Shanghai—Per Chibun, 26th Sept., 11 a.m.

EUROPE, &c., INDIA VIA TUTORIN—(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per Caledonia, 26th Sept., 11 a.m.

Swatow, Amoy, and Foochow—Per Hithow, 26th Sept., 11 a.m.

Manila, Cebu, and Hong—Per Taining, 26th Sept., 11 a.m.

Shanghai—Per Chibun, 26th Sept., 11 a.m.

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Manila, Cebu, and Hong—Per Taining, 26th Sept., 11 a.m.

Shanghai—Per Chibun, 26th Sept., 11 a.m.

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Swatow, Amoy, and Foochow—Per Hithow, 26th Sept., 11 a.m.

Manila, Cebu, and Hong—Per Taining, 26th Sept., 11 a.m.

SHIPPING NEWS.

MAILS DUE.

German (Baulow) 20th inst.

German (Darflinger) 20th inst.

America (Mongolia) 22nd inst.

American (Korea) 20th prox.

The Bank Line str. Suvario arrived at Kobe on the 16th inst., from Moji and left again for Yokohama yesterday.

The Bank Line str. Luowei arrived at Kobe from Yokohama on the 17th inst., on route to this port.

The Imperial German Mail s.s. Bulow left Foochow to-day at 6 a.m., and may be expected here to-morrow afternoon. It will leave for Europe on Thursday, at 10 a.m.

The str. Tenyo Maru sailed from Honolulu on the 12th inst., and is due here on the 3rd prox.

The str. Chiyu Maru sailed from this port on the 16th inst., en route to San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu, and is due to arrive at San Francisco on the 12th prox.

The str. Shinyo Maru arrived at San Francisco on the 14th inst.

The str. Nippon Maru sailed from Yokohama on the 18th inst., after transhipping the mails, passengers and cargoes from s.s. America Maru, which arrived at Yokohama on the 15th inst., from San Francisco.

The str. Kiyu Maru sailed from Yokohama on the 7th inst., for Porevian and Chilean Ports via Honolulu and Mexico.

The str. Bayo Maru arrived at Kobe on the 17th inst., and sailed thence on the 19th inst., for this port which is due on the 24th inst.

The str. Hongkong Maru arrived at Hongkong on the 13th inst., and is expected to leave there on the 21st inst., for this port, which is due on the 27th November.

The P. M. S.S. Co. str. Mongolia arrived at Manila on the 17th inst., and leaves again to-morrow for this port, which is due on the 22nd inst.

The P. M. S.S. Co. str. Korea sailed from San Francisco to-day for this port, via Honolulu, Yokohama, Kobe, Nagasaki, and Manila, and is due here on the 20th prox.

ARRIVALS.

Hanyang, Br. s.s., 1,207, Spinks, 18th Sept.—Karatun 12th Sept. Coal—B. & S.

Wong-Koi, Ger. s.s., 1,115, H. Otter, 18th Sept.—Bangkok 10th and Hithow 17th Sept. Ballast—B. & S.

Drular, Nor. s.s., 1,192, J. Bing, 19th Sept.—Bangkok 11th and Hithow 17th Sept.—Gen.—Kin Tay Loong.

Sahino Riekema, Dutch s.s., 573, D. E. Boers, 18th Sept.—Tamaul 16th Sept. Ballast—E. A. T. Co.

Japan, for Shanghai.

Tamon-maru, for Canton.

DEPARTED.

Sept. 19.

Ceylon-maru, for Singapore.

PASSENGERS EXPECTED.

Per s.s. Sumatra, from London 12th August, due here the 24th Sept.—Mrs. M. Gervin and children, Miss W. H. Wright, Mr. G. Dunne and child, Mrs. Blackwell and child, Mr. Christman, Miss Ewing, Messrs. Baker, J. B. Penman and Hewitt.

SHIPS PASSED THE CANAL.

1st September—Paranus, Deffinger, Glucous, Kaga Maru, Kitano Maru, Poona, Sachan, Tonkin. 6th September—Bayern, Posharig, Beaumont, China, Flinschire, Montrose, Spezia. 8th September—Bendocoh, Malta, Promellous, Pembrokehire, Syria. 12th September—Ghazoo, Indip, Liboriz, Teakai, Typers. 15th September—Alonso, Penyon, Cylops, Interolyde, Iyo Maru, K'ishi, Persia, Prinz Eitel Friedrich, Alghany Prince.

Arrivals at Home. 1st September—Armand Benic, Cavilla. 5th September—Kongong Si, Sten-hi. 8th September—Calhira, Danbighshire, Menelua, Silvia, Yang Tze. 12th Sept.—Ber-lutzw, Slam, Tencer. 15th Sept.—Kitezo Maru, Yarra, Lovat.

COMMERCIAL.

EXCHANGE.

Selling.

T.T.	1/9 7/16
Demand	1/9 1/16
60 d/s.	1/9 1/16
4 m/s.	1/9 1/16
T.T. Shanghai	75 1/2
T.T. Singapore	70 1/2
T.T. Japan	87 1/2
T.T. India	18 1/2
Demand India	18 1/2
T.T. San Francisco and New York	48 1/2
T.T. Java	107 1/2
T.T. Marks	183 1/2
T.T. France	225 1/2

Buying.

1/4 L/O	1/9 15/16
1/4 m/s. D/R	1/10 1/16
1/4 m/s. L/O	1/10 1/16
30 d/s. Sydney & Melbourne	1/10 3/16
1 m/s. Marks	18 1/2
1 m/s. France	225 1/2
6 m/s. do.	23 1/2
Bar Silver	24 3/16
Bank of England rate	8 1/2
Sovereign	11 1/10

VESSELS IN PORT.

STAMERS.

Borneo, Ger. s.s., 1,344, F. Sembill, 11th Sept.—Sandakan 8th Sept. Timber and Gen.—M. & Co.

Cheongching, Br. s.s., 1,289, Liddell, 17th Sept.—Canton 16th Sept. Gen.—J. M. & Co.

Choy Sang, Br. s.s., 1,424, M. Courtney, 16th Sept.—Canton 14th Sept. Gen.—J. M. & Co.

Chun Sang, Br. s.s., 1,418, C. J. Matlock, 17th Sept.—Cheribon (Java) 8th Sept. Sugar, J. M. & Co.

Clara John, Ger. s.s., 1,103, H. Ipland, 15th Sept.—Saigon 11th Sept. Gen.—J. & Co.

Oniya Maru, Jap. s.s., 2,783, K. Kobayashi, 17th Sept.—Wakamatsu 12th Sept. Coal—M. B. G. K.

Daguy, Nor. s.s., 893, P. Solresen, 16th Sept.—Amoy 15th Sept. Ballast—A. T. & Co.

Derwent, Br. s.s., 1,560, J. Jenkins, 17th Sept.—Swatow 16th Sept. Gen.—Man Fat & Co.

Eastern, Br. s.s., 2,272, F. W. H. Wood, 15th Sept.—Shanghai 12th Sept. Gen.—B. & S.

Empress of Japan, Br. s.s., 5,940, S. Robinson, 15th Sept.—Vancouver 23rd Aug. Shanghai 11th Sept. Mail and Gen.—C. P. R. Co.

Fukui Maru, Jap. s.s., 5,037, H. Tomimake, 16th Sept.—Moji 1st Sept. Coal—M. B. G. K.

Haiching, Br. s.s., 1,280, W. C. Passmore, 16th Sept.—Foochow, Amoy and Swatow 14th Sept. Gen.—D. L. & Co.

Huichow, Br. s.s., 1,253, G. Hooker, 13th Sept.—Canton 17th Sept. Gen.—B. & S.

Idomontis, Br. s.s., 4,250, A. G. R. Padillo, 17th Sept.—Foochow 16th Sept. Gen.—B. & S.

Japan, Br. s.s., 3,800, A. Stewart, 11th Sept.—Kobe and Moji 7th Sept. Gen.—D. S. & Co.

Johanne, Ger. s.s., 952, M. Ipland, 18th Sept.—Hithow 17th Sept. Gen.—J. & Co.

Kanyei Maru, Jap. s.s., 461, Masuda, 10th Sept.—Kobe 13th Sept. Coal—M. B. G. K.

Kumeria, Br. s.s., 4,000, G. B. McGill, 16th Sept.—Shanghai 13th Sept. Gen.—Bank Line

Laertes, Br. s.s., 2,340, C. E. Page, 7th Sept.—Saigon 3rd Sept. Rice and Gen.—Vo Fat Sing.

Lightning, Br. s.s., 2,122, E. P. Smith, 18th Sept.—Canton 17th Sept. Gen.—B. & S.

Loosok, Ger. s.s., 1,014, G. Schultz, 18th Sept.—Bavon, Coal—B. & S.

Matyppo, Br. s.s., 3,420, W. H. D. Remond, 15th Sept.—Singapore 9th Sept. Gen.—S. T. & Co.

Mauzang, Br. s.s., 1,344, G. S. Weigall, 18th Sept.—Sandakan 7th Sept. Gen.—J. M. & Co.

Mexican Prince, Br. s.s., 1,953, J. O. Yoring, 16th Sept.—Balik Pappaw, Bulk oil—A. P. & Co.

Merapi, Br. s.s., 1,480, E. Uddall, 10th Sept.—Banjoewang 30th Sept. Sugar—Kin Tay Loong & Co.

Montcastle, Br. s.s., 6,103, W. Davidson, 8th Sept.—Vancouver via Japan and Shanghai 5th Aug. Mail and Gen.—C. P. R. Co.

On Sang, Br. s.s., 1,737, A. G. Smith, 18th Sept.—Canton 17th Sept. Ballast—C. E. M. & Co.

Pissanick, Ger. s.s., 1,267, D. Rilmers, 10th Sept.—Singapore via Hithow, 8th Sept. Gen.—B. & S.

Praetion, Ger. s.s., 7,930, W. Dahl, 17th Sept.—Wosung 15th Sept. Gen.—H. A. J.

Hotels.

HONGKONG HOTEL.

First Class and Up-to-date.

Hongkong, 20th April, 1911.

J. H. TAGGART, Manager. [25]

GRAND HOTEL.

Telephone 197.

MANAGEMENT & CUISINE UNDER EUROPEAN MANAGEMENT.

857]

F. REICHMANN, Proprietor.

ASTOR HOUSE.

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GANEAU,

Proprietor

N. BLUMENTHAL,

Manager

Telephone, 170

Telegram "Astor."

Telephone, 170

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SHARE REPORT.

STOCKS & PAID UP VALUE.		CLOSING PRICES.	LAST DIVIDEND AND DATE.	RETURN ON LAST YEAR'S DIV.
BANKS.				
Hongkong & S'hai	\$125	\$890	Interim dividend of 25 per share at exchange 1/24—\$22.89 for year ending 30th June 1911	5%
National Banks	45	\$85/-	In Liquidation	
MARINE INSURANCES.				
Cantons	\$50	\$205 b.	\$15 for 1909	7 1/2%
North China	25	T100 b.	Interim of 10/- for 1910	5%
Unions	\$100	\$820 b.	Final of \$20 making \$50 for 1909 and Interim of \$30 for 1910	6%
Yangtze	\$50	\$225 nt ex 78	\$12 for 1909 and Int. of \$5 on account of 1910	7 1/2%
FIRE INSURANCES.				
China Fires	\$20	\$125 b.	\$7 & 1/2 of \$2 for 1909	7 1/2%
Hongkong Fires	\$50	\$300	\$27 for 1909	7 1/2%
SHIPPING.				
China & Manilla	\$25	\$11 1/2	\$1 for 1906	
Douglas Steamships	\$50	\$23	5 p.c. for year ending 30-6-08	
Steamboats	\$15	\$27 a.	Dividend of 1 1/2 for half year ending 30-6-11	8 1/2%
Indo-China			3% final making 6% for 1908 6% div. for 1909 on preferred shares	
(Preferred)	25	\$64 s.	1/- per share Coupon No. 15 2/6 per share Coupon No. 16 for 1910.	
(Deferred)		75/-	Div. 7 p. c. for year ending 30 p. c. lag 30.4.11	44%
"Shell" Transports	21	\$11 b.	\$10 for 1910	7%
"Star Ferry"	\$10	\$27	\$3 for 1907	
REFINERIES.				
China Sugars	\$100	\$141 a.	Interim of 1/- on account for year ending 28.2.11 (Coupon No.16)	8%
Luzon Sugars	\$100	\$20	first year	
MINING.				
Chinese Engineering	21	T14 1/2	18. 2d. per share on 150,000	6%
Headwaters	P. 10	P.10	\$3 for year ending 31.12.10	6%
Rauha	21	\$2.05	\$1 interim dividend for 1/2 year to 30th June 1911	4%
DOCKS, WHARVES, & GOWNS.				
Kowloon Wharfs	\$50	\$50	Tls. 2 1/2 for 1910	5%
H. K. & W. Poo Docks	\$50	\$61 s.	Final of Tls. 4 for 1910	8 1/2%
Whanghai Docks	T. 100	T.58 b.	Tls. 6 5/8-2.10	
Hongkong Wharfs	T. 100	T.54 1/2 s.	\$3 on old shares, \$1.50 on new shares for half year 31-12-10	4%
LANDS, HOTELS & BUILDINGS.				
Anglo French Lands	T.100	T.04 1/2 b.	Interim div. of \$5 1/2 for 1911	7 1/2%
Hongkong Hotels	\$50	\$119 b.	45 cents for 1910	7%
Hongkong Lands	\$100	\$72	\$2 1/2 for 1910	8%
Kumfpreys Estates	\$10	\$100 s. & 99 1/2	5% for half year to 30-6-11.	6%
Kowloon Lands	\$30	\$23 s.	Interim div. of \$2 for 1911	8 1/2%
Shanghai Lands	T. 30	T.07	15 per cent. for 1910	10%
West Points	\$50	\$45 b.	T4 for year ended 31-10-10	44%
Manila M'pole Hotel	P. 0	\$11	T7 for year ended 20-12-10	
COTTON MILLS.			60cents 31-7-08	
Ewas	T. 50	T.03	\$1 for 1910	10%
Hongkong Cottons	\$10	65	80 cents for 1910	10%
MISCELLANEOUS.				
China-Dormo	\$12	\$10 1/2	\$1.20 for year end'g 31-7-10	5 1/2%
Light and Powers	\$10	\$1.50	Interim of 15 cents per share for 1910	4%
Do. (Spec. shares)	\$1		\$1.20 per share and 1/2 of 10 cents	6%
China Providents	\$10	\$8 1/2	\$2 interim for half year ended 30th June 1911	14%
Dairy Farms	\$6	\$23	\$1 interim account 1911	11%
Green Islands	\$10	\$3.85 b.	Special bonus T.2 15-1-11	
Hongkong Electric	\$10	\$21 1/2 b.	Interim div. T.14 15-3-11	
Hongkong Ice	\$25	\$105	Interim div. T.14 15-6-11	6 1/2%
Hongkong Ropes	\$10	\$18	Interim div. T.14 15-7-11	
Langkats	g. 10	T.76 1/2 ss.	None	
Morning Post	\$25	\$25	90 cents on fully paid shares and 3 cents on \$1 paid shares for year ending 30-4-11	7%
Peak Tramway	\$10	\$11 1/2 s.	None	
Do. (new)	\$1	\$1 b.	\$1.60 for 1910	12%
Philippines	\$10	\$5 b.	First year	...
H. Price & Co. Ltd.	\$10	\$12 b.	No dividend this year	...
Societa (ex Preferred)	\$50	\$45	50 cts. for year end'g 30-5-08	8%
Pulpes et (paid up)	\$45		15 per cent. per ordinary share for year ended 31-5-1910	6%
Papiereterie			Do.	
Ang Tonkin	Benefit	\$500	5 per cent. for year ending 31-12-1910	7%
Shanghai-Stratras	T. 20	T90	10 per cent. for year ending 31-7-10	8 1/2%
Steam Laundry	\$5	6 b.	30 cents for 1910	5%
United Asbestos Oriental Agency, Ltd.	\$10	\$10		
United Asbestos Founders Shares	\$10	\$300		
Union Waterboat	\$10	10 1/2 b.		
Wessmann, Ltd.	\$10	\$15 b.		
Watson	\$10	\$5 1/2		
William Powell	\$4 1/2	\$4 b.		